

THE AUSTRALIAN BICYCLING MAGAZINE
NUMBER THIRTY MAY/JUNE 1985 \$2.50

Freewheeling



BICYCLE HELMETS

WHICH ONE
WILL YOU WEAR?

REGISTERED BY AUSTRALIA POST
PUBLICATION NO. NBH 2268
MAY 1985

DESIGN EXCELLENCE

FROM REPCO

FRAME SIZES: 21" 23" 25" Angles —
Seat tube 74.3° Head tube 74.3°
FRAME: Tange Champion No. 1 Main
tubes. Cro-Mo rear Stays. GSV1
Dropouts, brazed on Cable Tunnels
and Guides. W/bottle fittings. Gear
Lever Boss. Chain Rest
FORK: Cro-Mo. CCL. Chrome Crown
Top, Forged TF Ends
STEM: Nitto — Technomic alloy
BRAKES: Suntour Superbe CB3100.
Gum Hoods on Levers

H/BARS: SR-CTD 390mm alloy
CRANK SET: Sugino — Aero Mighty.
52-42 rings
PEDALS: KKT — Pro Vic. with toe clips
& straps
DERAILLEUR: Suntour — Cyclone II
front & rear
GEAR LEVER: Suntour —
TM 10 L top mount
CHAIN: Izumi — Sigma

HUBS: Suntour Sprint, sealed
bearing QR
RIMS: Araya 20A 700x25c alloy
TYRES: Panaracer 700x25c 100 PSI
SADDLE: Taihei — Enduro suede top
COLOUR: Silver Mist
WEIGHT: 22lb 15oz (10.4kg) 21" Frame



Model No. 2790

FRAME SIZES: 21" 23" 25"
FRAME: Tange Champion No. 2 DB
Cro-Mo Top Tube and Seat Tube, No. 5
PG Cro-Mo down Tube.
FORK: Hi-Tensile, CCL Crown, TL Ends
STEM: SR — CT alloy
H/BARS: SR — CTD 390mm alloy
BRAKES: Dia Compe — 981
CRANK SET: Sugino TRT — 50x40x28

PEDALS: KKT — Pro-Vic 11B W/Toe
Clips & Straps
DERAILLEUR: Suntour — Mountech,
Extra Long Cage on rear
GEAR LEVER: Suntour — TM 10L
Top Mount
CHAIN: Izumi Sigma
RIMS: Araya — 16A 27" x 1-1/4" alloy

HUBS: Sanshin — S/Flange Alloy,
OR 36H Front 40H Rear
TYRES: Panaracer 27" x 1-1/8"
Skin Side 100 PSI
SADDLE: Taihei Avocet
EXTRAS: Alloy Touring Rack

COLOURS: Teal Blue
WEIGHT: 27lb 12oz
(12.6kg) 23" Frame
with Rack & Bidon

CRESTA — 15 speed

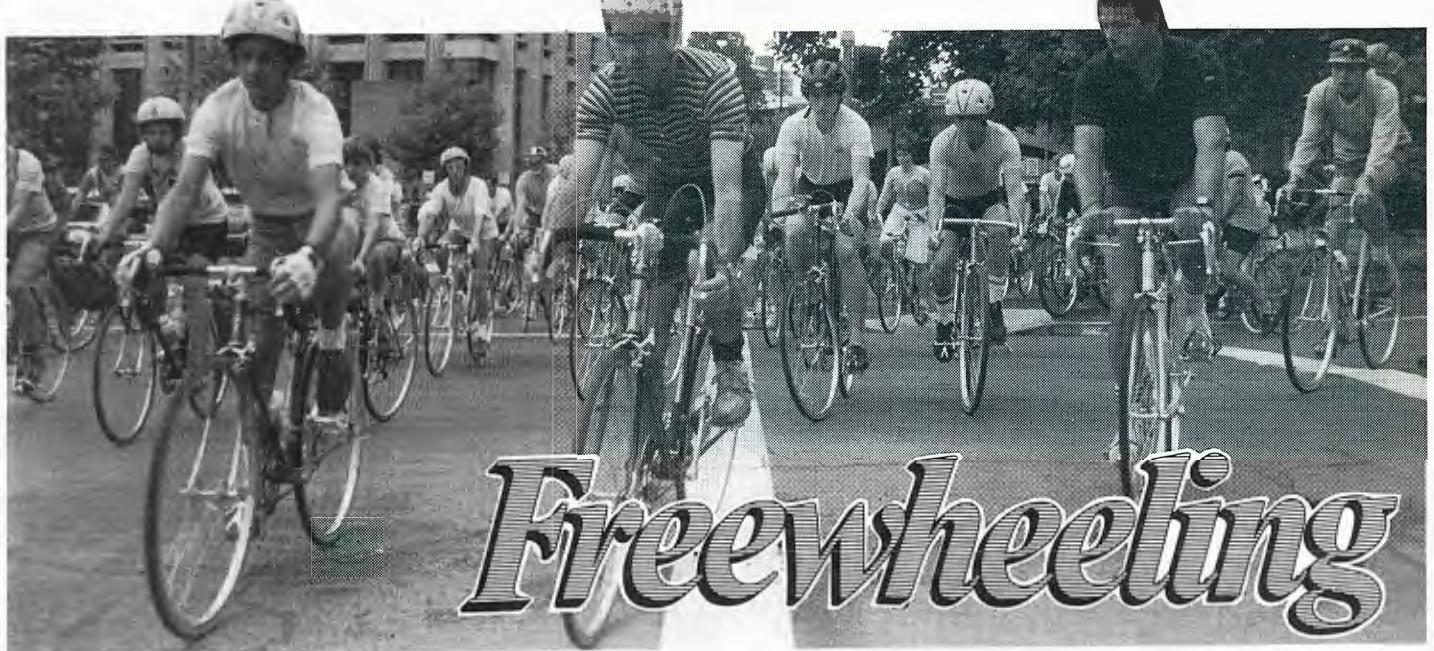


Model No. 2780



REPCO CYCLE COMPANY
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Freewheeling

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Freewheeling Australia Publications

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Cover photo: Josh Wiggins the model in our big bicycle helmet survey (starts on page 26) has worn a helmet for years. He will be remembered by some readers as one of the riders on issue 19. We got rapped over the knuckles for that photo as his helmet straps were shown undone. Photo this page: This well helmeted group of riders is leaving Belmore Park on last years Freewheeling to the Gong Ride. The Ride is on November 24 this year. First details next issue. Photo Ric Bolzan.

\$10,000 FREE INSURANCE FOR YOUR MOST VALUABLE POSSESSION



**Purchase a Rosebank Stackhat now
and we will insure your head free.**

Rosebank Stackhat® ... the Aussie Life Preserver... make this unprecedented FREE offer, we will insure the head of anyone wearing a Rosebank Stackhat for 12 months. If someone you love is unfortunate enough to become involved in an accident, they are insured* as follows if they are wearing their Rosebank Stackhat.

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(Maximum total amount payable in respect of any one event)	\$10,000

(Insurance underwritten by QBE Insurance Ltd., the well respected Australian company who have been insuring Australia since 1886.)

The quality of a Rosebank Stackhat is unsurpassed, it is one of the few Safety Helmets which pass the stringent Standard 2063 set by the Standards Association of Australia. It is suitable for a wide range of active sports requiring head protection, such as Cycling, Horse Riding, Canoeing, Skateboarding, Ice Hockey, etc., and because it is lightweight can be readily worn by

both children and adults.

The Rosebank Stackhat is made from the best materials available. The strong Impact Resistant Outer Shell is made from Valox® PBT Polyester; the compressible Inner Shell, which provides the vital "shock absorber" uses Expanded Polystyrene Foam and the "Soft Touch" Nylon Polyurethane Foam Comfort Liner gently contours to any head shape. The Rosebank Stackhat is fully ventilated to help keep heads cooler in summer.

Rosebank Stackhat is available in the two most visible safety colours - Brilliant White and Safety Yellow. This year buy the best Safety Helmet and best head protection money can buy... it could save a child's life... or maybe even your own.

*The Insurance cover applies to that part of a person's head which would normally be protected by a Rosebank Stackhat.

Available from selected retailers, Department Stores, Bike, Sports & some Toy Stores.

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RP 964

Write On

A Nonboring Ride

I was interested to read of Ron Shepherd's 'boring ride' across the Nullabor in the previous issue of *Freewheeling*, and as someone who equates boring with forgettable I would have to say my trip was anything but.



Ron Shepherd on the Nullabor.

As mentioned by Ron, my husband and I rode from Perth to Canberra last year and I would have to say that the Nullabor was one of the highlights of the trip. Only on the Nullabor can you embrace spectacular views of the Great Australian Bight; see the sand dunes and feel the history of Eucla (and begin to imagine how the explorers coped); have the opportunity to go to the Eyre Bird Observatory; pass through the Fraser Ranges; see a whole field of the blazing red Sturt Desert Pea and other wild flowers; see the stars without any interference from city lights; and generally experience what essentially Australia is all about — the arid environment.

Riding 1200km in a given time means not only physical endurance, but mentally you are experiencing a state of consciousness that cannot be found touring within the more populated and developed coastal towns. The journey is also far more interesting if you travel via the south west of Western Australia and the York Peninsula in South Australia, (there's a boat from Pt Lincoln to Kangaroo Island and Adelaide).

I would not recommend the Nullabor for everyone, and do recall some trying times, but hope Ron's article has not put off the more adventurous among you. The trip should never be taken on lightly but for me it was definitely worthwhile.

Ros Kossen
Nambucca Heads NSW

Bigger Bottles

Out here where the sun shines brightly and the milk bars are a long way apart, we cyclists need to carry a lot of fluid on the bike. On warm days you can allow a litre per hour for replacement. You may need more but the stomach can't absorb it any faster. However the tiddly little 500 ml bottles commonly used, although they may be satisfactory for a wet Melbourne afternoon, are not enough

out west. What we need are two litre bottles.

Fortunately these are already available. I'm thinking of the common containers used for cordials and fruit juices. However a holder to attach them to a bike is not available.

If someone can produce a holder such as I have illustrated, I'll buy a dozen and flog them to my friends.

Hugh Dearnely
Broken Hill 2880

Clarence St. Cyclery

PRESENTS

SkidLid

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\$69 includes
removable sun visor
and chin guard,
clip on mirror and
chamois sweat band.

\$59 Basic model.

**THE HELMET TO WEAR...
IF YOU DON'T LIKE WEARING A HELMET!
LIGHT, COOL AND DESIGNED TO FLEX
AND ABSORB SHOCK ON IMPACT.**

FINDING YOUR SIZE



SMALL 18.1cm or less	EXTRA LARGE 20.0cm
MEDIUM 18.7cm	SUPER EX. LARGE 20.6cm
LARGE 19.3cm	SSXL 21.2cm

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DIA-COMPE, BRAKES WITH TRADITION.

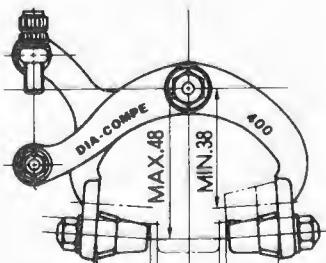
INTRODUCING THE N-SERIES.

Redesigned with a new clean shape and graceful lines, the new N-Series is a complete line of brakes that allows you to match your needs and budget perfectly. From the stylish precision of the NGC models to the incomparable performance of the economical DC models, all N-Series brakes are made with the same craftsmanship and quality that have made Dia-Compe famous.

The N-Series brakes are available in two sizes: the 500N Series with a reach of 43mm to 57mm and the 400N Series with a reach of 38mm to 48mm. With the



N-Series brakes feature positive action quick releases and alloy tire guides.



The 400N Series is designed for frames that require a short reach brake.

N-Series you can choose exactly the features, details and finish you desire.



The N-Series is the perfect combination of performance, quality and value... for all types of riders and their bicycles.

Dia-Compe, the name to remember when you are looking for the finest.

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Tel: 06-721-7051 Telex: 5277760 COMPEJ Facsimile: 06-724-2062

New Products and Ideas



The all-terrain bike scene has produced a number of interesting products that will inevitably flow on to general and touring uses. The Mantis Co of California have developed a special shoulder strap which enables a bike to be easily carried up stairs over boulders and up the occasional mountain. The shoulder strap costs \$US 18.95 and can be ordered by mail from the makers. It is not available at present in Australia. Mantis Bicycle Co, 350 E Orangethorpe, No.27, Placentia CA 92670 USA.

AM 14S

The new AM 14 joins the successful AM2 and AM7 bicycles and shares the advanced engineering features of: multitubular separable space-frame in Reynolds 531, AM high pressure 17" x 1 1/4" tyres for minimum rolling resistance with front and rear suspension for unprecedented road holding and riding comfort.

The AM 14 offers a further increase to 4:1 in the transmission ratio by the use of double-chain rings, and a seven sprocket block, with a new AM close ratio rear cluster 9/10/11 teeth. Two variants are offered, the AM 14T (Town or Touring) with 52/42T chain rings which gives a range of gears of 24" to 98". A new Loveday handlebar is fitted for a more upright position with a convenient handlebar-end gear shift. The AM 14S (Sports) version has 62/52T chain rings giving gears of 29" to 117".

AM Zzipper Fairing

Alex Moulton in the creation of the Moulton always aspired to the improvement of the aerodynamics of the Bicycle, together with the provision of weather protection. As long ago as 1962 he demonstrated the advantage of special fairings. In the new AM series the provision of a fairing as an option was planned from the outset, and is now offered. The unique features of the AM design with its configuration and roadholding makes this option, for the first time in the history of the Bicycle, a practical feature.

This special fairing moulded in Lexan and made in the U.S.A. is the result of nearly a year of collaboration between Alex Moulton, the Glen Brown of Zzip Design. It also

draws on research done by Doug Milliken that includes wind tunnel work and the development of the highly successful Aero-Moulton fully faired bicycle (41 mph).

In performance the fairing has a measured drag reduction of very nearly 20%. Coasting to over 50 mph and riding in gusty winds have proven good handling. The fairing is easily installed and removed and rolls up compactly for storage. Weight including the special 531 front support carrier is approximately 3 lbs.

The AM/Zzipper fairing is more than a useful addition to the AM bicycle. It improves cold weather comfort — it makes the AM virtually impossible to catch with a standard bicycle, particularly into a headwind.

BLACKTOWN BICYCLE CENTRE

5 Alpha Street, Blacktown

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frames complete with
all braze-ons.

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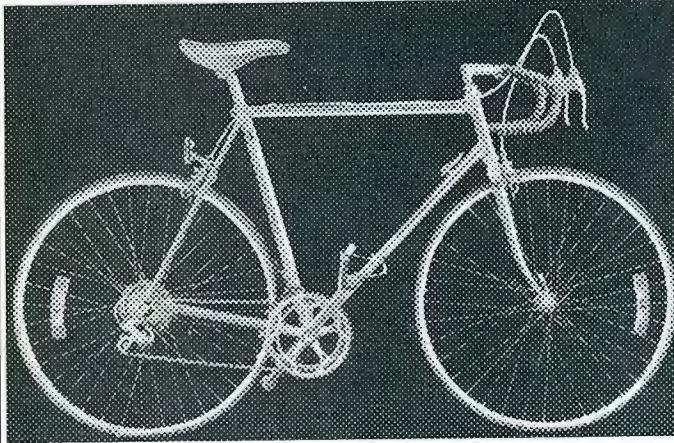
DON & GRAHAM BLACKMAN
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RICARDO

Put your trust in a stout hearted Australian made frame.



ATTENTION TRIATHLETES



THE RICARDO NEW 600 EX

- ★ Top of the Ricardo range superbly crafted
- ★ Full CRO-MOLY double butted frame and forks
- ★ (Seamless tubing)
- ★ Fitted with the exciting NEW SHIMANO 600 EX componentry
- ★ 700 x 25 wheel rims, IRC roadlite tyres and French valve tubes
- ★ Very close frame for fast responsible handling
- ★ Ridden by Wayne Bourke, 6th in 1985 Australian Triathlon Championships.

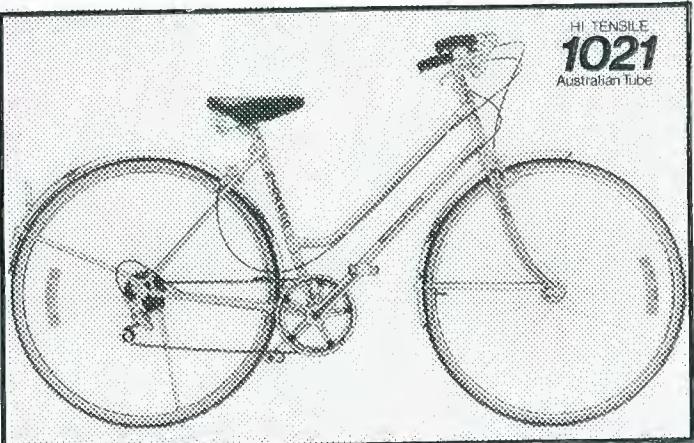
NEW
SHIMANO 600
EX

NEW



NEW 15 SPEED BUSHBIKE

- ★ Tough frame made with Australian Hi-tensile steel tube
- ★ Wide gear range to cope with most terrain
- ★ Positive thumb-shift gear changing
- ★ Shimano front and rear Derailleur
- ★ Dia Compe micro-adjustable heavy duty braking system
- ★ Comfortable double spring coiled saddle
- ★ Thorn proof tubes
- ★ Two frame sizes 53cm and 58cm wheel size 67cm (26 inches).



LADIES AND GENTS 6 SPEED COMMUTOR

- ★ Easy pre-select mechanism
- ★ Wheel size 69cm (27 inches)
- ★ Hi Tensile 1021 tubing
- ★ Ladies seat bar size 47cm
- ★ Gents seat bar size 56cm
- ★ Suntour trimec gears, click change.
- ★ Thumb Changer
- ★ Sugino cotterless chain wheel and cranks
- ★ Stainless steel mudguards.

THE RICARDO ELITE **élite**

- ★ Full CRO-MOLY frame and forks.
- ★ (Seamless tubing).
- ★ 27 x 1 alloy rims
- ★ Quick release alloy hubs
- ★ Suntour A.R.X. 12 speed transmission
- ★ DIA-COMPE quick release alloy brakes
- ★ A great alloy lightweight racer.

★ WARNING: When buying a CRO-MOLY cycle, enquire whether the cycle has full CRO-MOLY frame and forks.

See the range at your nearest Ricardo dealer, for outlet locations phone

QLD (07) 376 4544.

VIC/TAS (03) 793 3150.

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N.S.W. (02) 602 4445

Manufactured by Leisure Cycles (Aust.) Pty. Ltd.,
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(08) 268 9044.





Crossing the Teviot Range heading northward to Brisbane on the Pacific Cycle Trail

Tour leader training course launched

Bicycle Australia (previously Australian Cycle Trails) recently sponsored a new cycling program which aims to provide cyclists with skills in touring, leadership and tour organisation. A residential weekend in the wilds of Thornleigh, Sydney, was chosen for the first pilot course with eight participants being subjected to an intense weekend of course work, practical sessions and lots of fun. The course covered all aspects of cycling touring, including fitness, safety and camping skills while the leadership component included decision making, problem solving, communication skills and the role of leader. Guest speakers were Warren Salomon, publisher of *Freewheeling* and Bonnie McDonald, secretary of Bicycle Australia, both of whom provided enlightening information for the group.

The CTL program is part of the planned 1988 Bicentennial Bicycle Events where trained cycle leaders will lead self-supporting cycle groups on tours throughout Australia. It was apparent from the expectations of the group that this course will fulfil an existing gap in the Australian cycling scene — an opportunity for cyclists to learn more about travel as a group of cyclists, whether supported or self-sufficient.

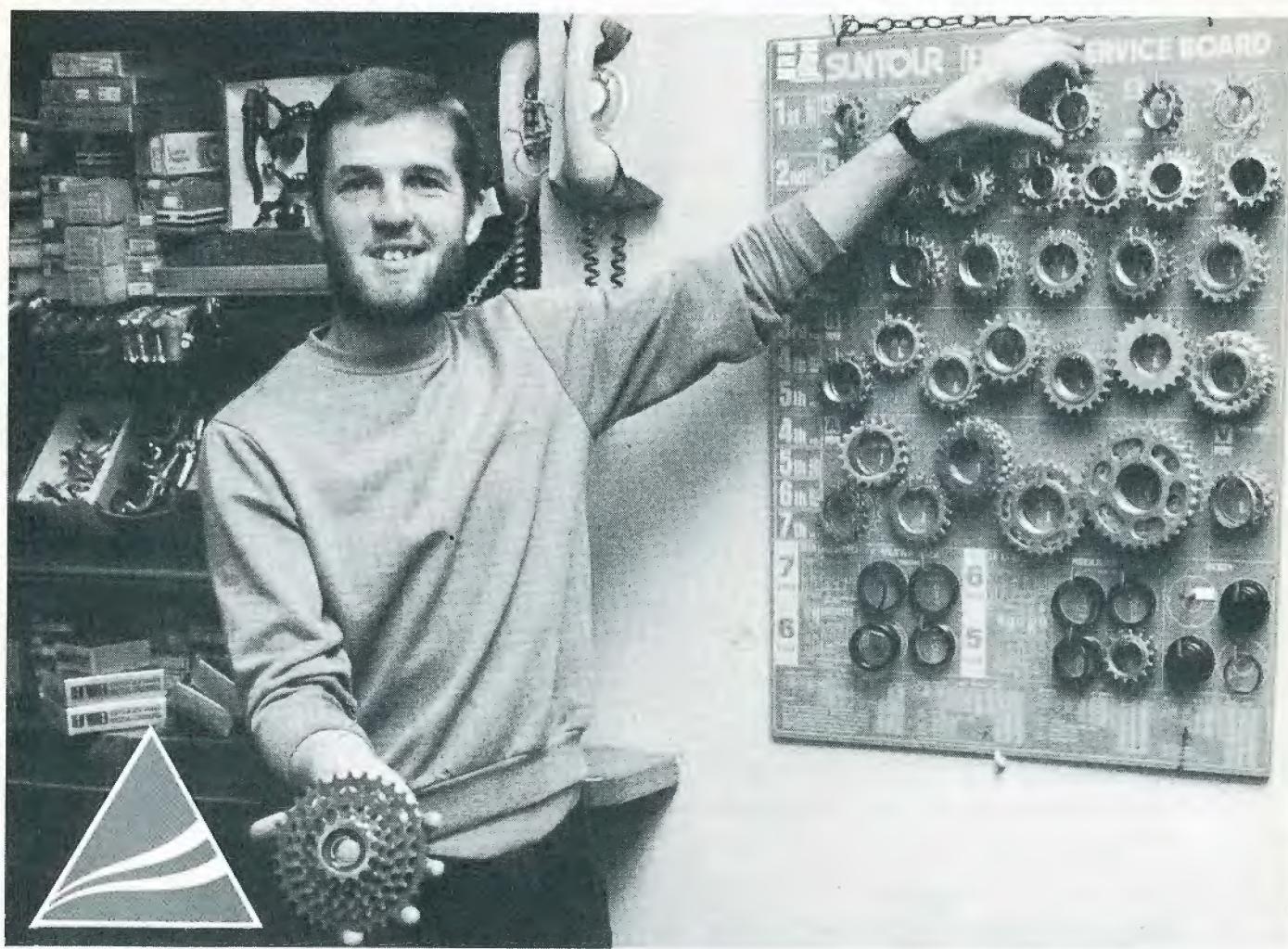
A grasp of the need to lead a group from within, to encourage participation and acceptance of cyclists, and to provide a safe cycling experience for riders of all ages and styles were the predetermined aims of the course.

Evaluations completed by the group provided excellent information to the co-ordinators and the course will be heading towards a more practical content and follow up group ride with

participants having the opportunity to apply their new-found skills at first hand.

Thanks to Graeme Lothringer, who on the strength of the CTL programme then successfully led a group on this years self supported TOSH ride. Many others have contacted Bicycle Australia about further courses and we hope that this will happen later in the year, not only in Sydney but in other states. As always, to run such a program, funds are needed to print manuals, rent equipment, pay for travelling expenses and the like. Until then, the work remains volunteer and the organisers, Julie Edwards and Steve and Heather Nesbitt hope that funds will be forthcoming for an obviously popular and much-needed course.

Heather Nesbitt.



SunTour Service to solve your gearing problems

Up until now the freewheel has been the weak link in the modern bicycle gearing system. Cogs would always wear out unevenly and new freewheels were always available in the wrong sizes. Replacement of the complete unit was often the only way out of the problem.

Not satisfied with that situation SunTour's research and development improved the existing designs and produced the first fully flexible rear freewheel system — New Winner.

Whats more the new winner system is sold and serviced through a network of specialist bicycle dealers throughout Australia.

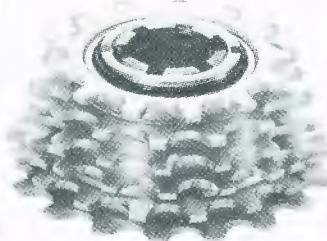
SunTour's New Winner is the first freewheel in the world which can

be changed from five to six or seven speeds depending on the riders requirements.

A range of 12 to 32 teeth cogs are available allowing complete flexibility for replacement of individual worn cogs and new freewheel design.

Precisely adjustable bearings which use a double nut system allow adjustment to 1/100 mm without the use of shims and spacers. Precision ground ball races assure the smooth rotation one would expect from a product of this quality.

Look for the New Winner Service Board at your specialist bicycle dealer. Its a sign of good service and quality gearing equipment.



Following on the world wide success of the New Winner system, SunTour have now developed the Microlite all-alloy freewheel designed specifically for the racing cyclist. Spare and replacement cogs are also available for this system.

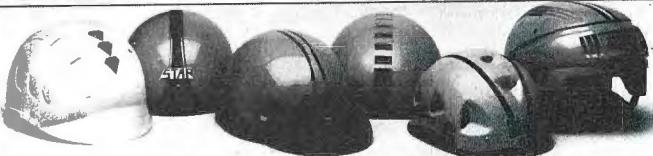
SUNTOUR

WHOLESALE STOCKISTS HANTRADE (02) 666 9633; (03) 379 6941



From the Publisher

SAVE \$5 ON A HELMET



A \$5.00 refund on approved bicycle safety helmets from the Victorian Government.

Every Victorian resident can get a \$5.00 refund on any new approved bicycle helmet bought between 30.12.84 and 30.6.1985.

The Minister of Transport, Steve Crabb, has approved a new rebate scheme, to follow that conducted last December, to give more than 100 000 riders the protection of helmets.

The frightening statistics could have been dramatically lowered if the crash victims had been wearing approved helmets.

The last rebate scheme assisted greatly in increasing the wearing rate of helmets among primary school age children to nearly 50%.

How to get your \$5.00 refund

The helmet must be fully approved and must have your refund. Cut out the \$5.00 refund coupon and attach it with you when you buy the helmet.

Once you've purchased the helmet look for the silver and black sticker on the outside (back) of the helmet, then write the number into the given space below.

Why we have extended this special offer

The statistics speak for themselves. Last year alone 29 bicycle riders were killed, and almost 1200 injured in reported road crashes. Head injury was the main

cause of injury and death.

This number will be used to verify authenticity of purchase against manufacturer records.

Attach your single item receipt the coupon (and have it certified by the retailer).

Send the completed coupon and \$5.00 refund offer to the Road Traffic Authority, P.O. Box 119, CARLTON SOUTH, 3053.

THE REBATE IS SIMPLE CONDITIONS

The refund offer is restricted to residents of Victoria who purchase any of the six general purpose helmets manufactured to Australian Standard AS 2063 from a retail outlet in Victoria.

The helmets are: Apollo, Gemray, Guardian, Rampar, Stackhat, Star.

The helmets must have been purchased during the period 30 December 1984 to 30 June 1985.

For purchases between 30.12.1984 and 25.2.1985, if receipt is lost or destroyed, do not fill in the coupon below, but apply in writing to the R.T.A. for a special claim form.

For more details phone: (03) 8102709, 8102708, 8102621, 8102637.

Road Traffic Authority

P.O. Box 119 CARLTON SOUTH, 3053

Application for refund to be completed by Purchaser (in block letters)

Refund to:

Name _____

Address _____ Suburb _____ Postcode _____

Telephone _____

Helmet No. _____

Guardian _____

Rampar _____

Stackhat _____

Star _____

Helmet No(s) _____

No. of helmets purchased _____

Purchase price _____

I certify that the details supplied are correct and apply for a refund of \$ _____

Signed _____ Date _____

To be certified by Retailer

Retailer's Name _____

Street _____ Suburb/Town _____ Postcode _____

Purchase date _____

No. of helmets purchased _____

Certified by _____

(Retailer or Agent)

(Attach receipt here with sticky tape)

Closing date for applications 19.7.1985

scheme would only last until Christmas; let the manufacturers pick up the pieces after the scheme had finished.

The scheme was hailed a success at the time. A record 29 000 helmets were sold and it was reported to have cost the Minister \$290 000 in rebate payments. The RTA put the final cost of the scheme at \$400 000.

Helmet sales were said to have been five and ten times normal pre Christmas levels. Some bicycle retailers who had never believed that helmets were a big selling item suddenly found themselves unable to keep up with the demand.

On the other side of Christmas with the State election only a weeks away the Minister decided to dust off his helmet scheme and give it another run. Encouragement for this second try came from the Government Media unit who obviously saw the immense vote catching potential of the scheme in the run up to polling day.

Once again the manufacturers were told of the new scheme only 48 hours before its announcement. Understandably some of the helmet makers expressed their unhappiness with the new scheme but the RTA could do nothing as the Minister had decided on it for himself and it was up to them to implement it.

The new scheme offered a \$5.00 rebate to purchasers of SAA approved helmets. There were now six helmets with the AS 2063 sticker: four more had passed the ASA test, the Apollo Dalyte from New Zealand and three new Taiwanese helmets; the Gemray; the Star and the Rampar.

The Five Dollar Helmet Scheme as it has come to be known was launched on February 25 but even before that date things were beginning to go wrong.

On February 8 the Deputy Secretary of Local Government and Chairman of the West Australian Bicycle Policy Committee Michael Harding, wrote to the Standards Association expressing his concern at the lack of ventilation of two helmets recently given AS 2063 approval. This was then followed by a barrage of letters to the SAA from the Bicycle Federation and its member groups reinforcing the original point that the helmets in question, the identical but differently named and marketed Star and Rampar, had no provision for ventilation and that there were also problems with the retention straps.

The retention problem hit the public arena a week after the launch of the Scheme with an article in the

Compulsory helmets and the \$5.00 vote scheme.

Recent actions by politicians (in particular by a Government Minister) have set back the movement towards compulsory helmet wearing in Victoria by at least five years.

How this all occurred is a fascinating story and goes back to last year when the Victorian Road Traffic Authority's campaign to promote the wearing of bicycle helmets was in full swing. The RTA has always thought that government legislation to force the estimated 750 000 cyclists in Victoria to wear helmets was a worthwhile goal.

It would take some time to implement but there was every sign that the various public awareness campaigns mounted by it were having a good effect. Schools were taking up the issue and a significant increase in use by teenagers was reported. Peer group pressure not to wear helmets was being eroded by a mixture of authoritarian decree (no one rides to school without a helmet) and the power of advertising.

The Rosebank company (who makes the Stackhat helmet) was singularly successful in that its aggressive marketing campaigns in the general media and sales in supermarkets introduced the idea of the bicycle helmet look as an 'in thing' for kids. You were no longer heckled by your peers for wearing one.

Adults too were getting the message as the RTA television ad

campaign began to be seen not only in Victoria but in other states as well.

Prior to Christmas the then Minister for Transport Steve Crabb decided to get in on the act. The Minister instructed the RTA to run an ambitious rebate scheme for new helmet purchasers. The scheme would offer a \$10.00 refund on every Standards approved helmet bought in the pre Christmas selling period. As the only helmets at the time with the AS 2063 sticker were manufactured in Victoria some cynics saw the scheme as another move by the Labor Government to win its re-election.

Backing for the scheme came from the Minister's own special projects fund and the RTA was swept up this grand experiment. So too were the helmet makers for the RTA only informed them of the go ahead only a day before the public announcement of the scheme was made.

For Rosebank, already geared up for a move into NSW for the pre Christmas period, it was a huge windfall and quickly cleaned them out of all available stock. Guardian's stock too was soon exhausted and as that company at the time only supplied the bike trade their telephone was soon running hot with abuse from frustrated dealers unable to satisfy their customers demands.

There are always significant lead times in manufacture. The moulding powder that produces the plastics used in helmets is bought from overseas. The Minister may have realised this at the time but the

Melbourne *Age* newspaper showing how the helmets could be pulled off the head while the main strap was fastened. A similar article was run in the *Adelaide Advertiser* at the end of the following week.

Meanwhile in the industrial arena things were also hotting up. Rosebank Plastics is a small company operating a very efficient factory in the outer Melbourne suburb of Dandenong. The company had done well from its Stackhat helmet and was looking for ways of still increasing its sales. Its policy of heavy promotion in the general media plus its gains in the pre Christmas \$10 rebate scheme and a NSW sales campaign meant that others were aware of its success.

The Federated Rubber and Allied Workers Union commonly called the 'Plastics Union' decided that Rosebank's fifty employees should become union members and commenced a campaign to secure that end. Unfortunately the tactics of the Union leadership were a little heavy handed and a brawl occurred at the gates of Rosebank as Union officials tried to prevent the delivery of workers paypackets. This went to air on the TV news only four days before the commencement of the Five Dollar Rebate Scheme.

The 'crude' tactics of the Union

leadership continued even after the Rosebank employees voted unanimously not to join. The Union vowed to close down the factory and set about extending their action from picket lines to boycotts of Rosebank's suppliers and retail customers. They also vowed to bring an end to the Rebate Scheme

The company claims to have received telephoned death threats and during a period of three weeks had seven visits from officers of the Department of Labour and Industry to check conditions in the factory. The local Labour council, Municipal Building Inspector and Health Department Inspectors were also frequent visitors to Rosebank at the height of the Union campaign.

The day after *The Age* article the Cain Labor Government was re-elected to office and by the end of that week Crabb and his Media Unit advisors had decided that the whole affair had gotten out of control. They consequently issued a press release calling an end to the Scheme from the close of business on Saturday March 9th.

What is obvious from this press release is that the Minister was keen to use every reason he could find to explain the scrapping of a scheme that was to have lasted six months: but

it is plainly obvious that all of the factors which lead to the demise of the Scheme were in evidence long before the scheme's commencement.

The reason for the Minister's go ahead can only have been political expedience - the chance to pick up a few extra votes in what looked like a tough campaign

In the end the author of the press release must have gone to the filing cabinet and dragged out just about every complaint they could find. The stated reasons included: claims of local job loss because of cheaper imported helmets included in the scheme, claims about a lack of safety in some helmets by the bicycle advocate groups and claims of unsafe working conditions in the industry by the Union.

What can be learned from all of this is that it is easy for politicians and the like to take advantage from a growing public concern over the safety of the public road system. What's a few votes when it is the lives of cyclists and other road users that are important. There has also been criticism of the Ministers rebate schemes in that they have diverted funds from the important areas of child cyclist education. Still nothing has been done about about training adult riders to be better road users. Putting a helmet onto the heads of bike riders only reduces the casualty rate and relieves the suffering on the victims. It doesn't challenge the root cause of the safety issue.

A pioneer in cyclist education world wide is John Forester, author of the book, and originator of the training program called 'Effective Cycling.' This magazine believes that such schemes are the only long term means for our community to achieve an end to the growing problem of death and injury on the roads.

Unfortunately politics is often fuelled by short term solutions. If the Victorians were first with their car seat belt legislation and are still eager to push ahead with compulsory helmets they need to show more understanding and commitment to the safety issue then demonstrated by the ex-Minister (Crabb was removed from Transport in a post election cabinet reshuffle).

It's now time for the politicians and bureaucrats to put their money where their mouths are and fund state and national cyclist training schemes. The much vaunted Geelong Bikeplan contained provision for such a scheme but it was never carried out. Isn't it time the area of rider education was taken out of the too-hard basket and put to work preventing death and averting trauma? Warren Solomon



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John Forester, Effective Cycling and the Cyclist Inferiority Complex

Warren Salomon reviews part of the work and achievements of America's foremost bicycle advocate.

You probably didn't know it but the lives of the majority of road users today are ruled by superstition. According to American author and bicycling advocate John Forester the vast majority of the general public believes in the Great Bicycle Superstition namely that cyclists who ride on the road ('in traffic,' as they put it) must either delay motorists, which is Sin, or, if the cars don't choose to slow down, be squashed, which is Death; the Wages of Sin are Death. That is what people have been told all their lives under fear of being killed by the cars if they don't believe it.

There is no reason to believe that this popular belief is not deeply ingrained in the psyche of the average Australian. A week doesn't pass without coming across someone who looks at me incredulously and says, 'You ride in the traffic! Isn't that dangerous?' Last week

during an interview a reporter accused me of being irresponsible for riding along a main road out from the curb towards the centre of the lane. 'You are holding up the traffic', she said in a way that seemed to imply that my defensive riding technique was the result of spite. What does one say when one is confronted with such deeply ingrained beliefs?

John Forester's answer is that all bike riders should aim to become more competent and try to overcome the direct psychological outcome of the Great Bicycle Superstition - the cyclist inferiority complex. About ten years ago he set about developing resources to provide cyclists with the means of overcoming their difficulties. The US bike riders of the time had many. The highway and municipal authorities then were antagonistic towards the

large numbers of people attracted to bicycle travel by the 'energy crisis' booms of the early seventies. Many of these 'new' cyclists were full of idealism and hatred for the automobile and the social disruption it was said to create.

Yet it was hard to ignore the large numbers of people attracted to cycling at that time. Something had to be done. The answer proposed at the time was to build bikeways: to remove cyclists from the 'dangerous' traffic. And so it was a strange coalition of cycling activists and town planners that created a multitude of off-road facilities across the country.

Needless to say the bikeway experiment was a disaster and the United States today is littered with the ruins of the bikeway programs of the 1970's.

You don't have to be a bike rider to be motivated by the cyclist inferiority complex. The builders and designers of the bikeways were full of it.

So what went wrong and how can we in this country, up to our ears in bikeway schemes of our own, learn from the costly mistakes of the Americans? A sane and practical answer lies somewhere within the 344 pages of Foresters remarkable book 'Effective Cycling.' This book is more than just a how-to manual for safer riding or better town planning it is a down to earth guide to better bicycle riding and more lasting bike usage.

John Foresters book was initially developed as a course book for his now famous Effective Cycling course. The only equivalent in this country is the successful Bike-Ed courses run by the Education Departments in three states. There is a similar course run in Queensland but this does not have an on-road component.

Fundamental to Foresters philosophy and that of the Effective Cycling course is the concept of 'vehicular cycling': in his book the words are often interchanged. Vehicular cycling is when bicycle riders act and are treated as drivers of vehicles. The concept is embodied in the traffic code: bicyclists

have to obey the same rules as motorists yet we are treated and act as if we have no rights at all.

We should all understand that the political problem of cyclists involves emotions not engineering safety or laws. The problem is the cyclist inferiority complex itself. Therefore, overcoming the cyclist inferiority complex must be the long range goal of cyclists. Only when the public believes that cyclists should act and be treated as drivers of vehicles will cyclists be supported in that status. Until then, cyclists will have to defend that status continually while working to reduce the number and prestige of those who suffer from the complex.

Unfortunately there is only one cure for this complex: successful traffic-cycling education and experience. Prevention is far better than cure. If we switch current 'bike-safety' programs to Effective Cycling programs, there will be fewer new victims of the complex each year, and their cases will be less serious.'

As for the current sufferers: we are all victims of the cyclist inferiority complex and Foresters Effective Cycling - the book and the course - is good therapy to overcome it.



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CYCLES

John Foresters book Effective Cycling is now available in Australia published by MIT Press. The book can also be used as a manual for day to day cycling as it contains just about everything useful to an interested rider from mechanics and repairs to riding skills and traffic technique. Its definitely the best book available even for the maintenance and repair section alone. Of course there is much, much, more than how to fix and ride your bike between its covers.

The high \$27.50 price tag is mainly due to our devalued Australian dollar and the high cost of the US currency. Currency valuations aside this book offers the most important contribution to the welfare and future of bicycle users through out the developed world.

Effective Cycling courses are now run across the USA and are supported by Bicycle USA (The League of American Wheelmen) the largest cycling organization in America. Effective Cycling instructors are trained at a separate course.

The Effective Cycling League is a non profit organization set up to sponsor the courses in the USA. Information and membership enquiries should be sent to 726 Madrone Ave, Sunnyvale CA 94086 United States of America. Membership to the League costs US\$15.00 per year. The League also publishes an informative newsletter.

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MSR Bicycle Helmet — Specifications

Shell: Moulded Lexan Polycarbonate

Impact Liner: Expanded Polystyrene

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Size Range: 49cm to 63cm. Adaptable to minor incremental sizing and accommodation of various head shapes.

Sizing Method: 1.5mm, 3mm, 4.5mm and 7.5mm velcro backed, tricot covered sweatband liners.

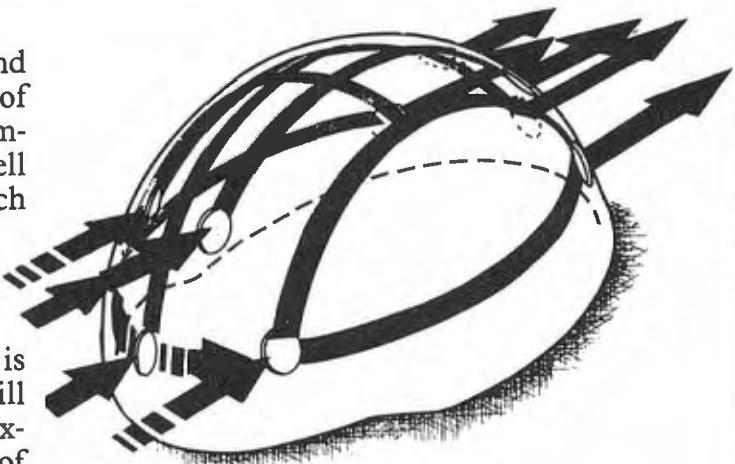
Weight: Small and medium (49 to 58cm) 440g, Large (58 to 63cm) 520g.

Attachment: D-ring with Velcro take-up of excess strap. Rear nape straps adjustable.

Colour: International yellow with centre stripe of black 3M reflective tape.

However, MSR Helmets Aren't Cheap

MSR is dedicated to making the best and unfortunately that costs a little bit more. But when your survival depends on your equipment, quality is never a luxury.





Ron Shepherd stands by his bikes. Teaching bikes with stands the proper leaning technique is no problem.

Photo: Gary Higgins

Can You Stand It?

Ron Shepherd puts the case for the much maligned kick stand

A kickstand is about the most useful accessory you can have on your bike. It needs to be the sort that fits on the rear axle. As you swing off the bike, you just flick the stand down with your foot. Then you can walk away, confident that your bike won't come crashing down. Easy. And incredibly convenient.

Kickstands have an image problem. Readers with beautiful lightweight bikes will choke with contempt at the very thought. They regard (shudder) kickstands as frumpy excrescences, almost as bad as plastic propellers on the handlebars. They definitely don't go with pink lycra shorts. Perhaps if you could buy kickstands with Campagnolo labels they might become fashionable in Australia.

In other countries it's different. Every bike in Southeast Asia has a stand. There a bicycle parking zone is just a flat, marked area. Without a stand you can't park your bike. Take the ferry from Penang to Butterworth for example, and you'll see dozens of bikes standing patiently on the cargo

deck while their owners are lounging upstairs. Only the intrepid Western tourist stays below, clutching her or his bike for the whole trip.

If you ride your bike lots, as a practical vehicle, you'll be free of the need to find a suitable pole, post or wall whenever you stop. You need never scratch paint off your top tube again. Down by the Yarra, out in the country, at the shops or in the passage, your bike can support itself. After all, what other vehicle falls over when you let go of it?

DON'T get a stand that fits under your chainstays just behind the bottom bracket. That type is a menace, especially with loaded panniers. You chase the bike around in circles as you struggle with your pannier straps. The rear-mounted stand sits right under the load and supports it nicely. Another great advantage of a rear stand is for checking your bike's transmission. Just lean the bike onto the stand until the rear tyre lifts off the ground and you can do slick gear shifts on the spot.

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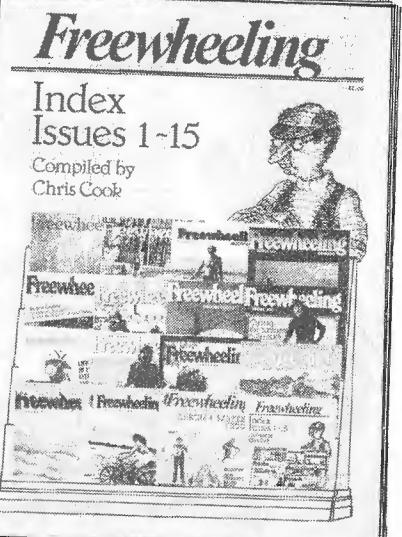
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If you're at all interested in bicycle planning, then **Bicycle Transportation by John Forester** is the book for you. You may have gathered that 1985 is the Year of Forester. This is the classic, and as Katie Moran, executive director of the USA Bicycle Federation, reports, "Forester may be controversial, but he is usually right." The hardback has just come back into stock and costs **\$44.95 plus \$5 handling**.

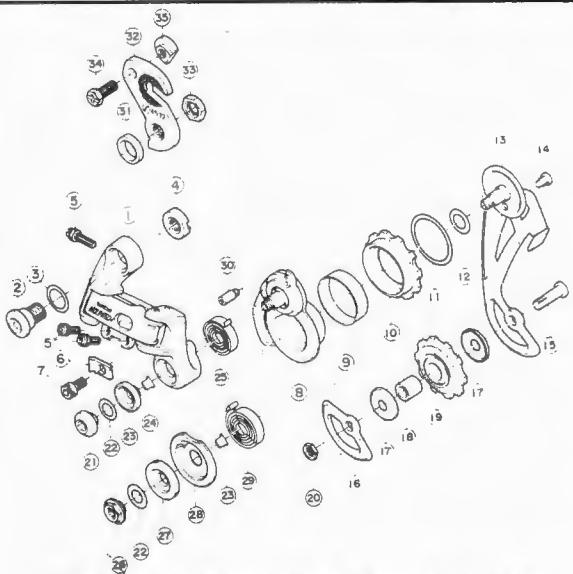
The other book fresh in is the delightful collection of ordinary and wacky bicycles which goes by the name of **The Bicycle Builder's Bible**. This book covers your ordinary bicycle and all sorts of unicycles – tandem, giraffe (tall), kangaroo (pedals adjacent instead of alternate), and more. It covers folding bicycles, including how to convert your \$1500 tourer into a folder, high-

risers, penny farthings, tricycles, tandems and double deckers, primitive recumbents, miniatures, bicycles with feet instead of wheels (yes!) and a whole heap more. There are construction tips, riding tips and a comprehensive section on ordinary bicycle selection, use, components and maintenance. The book is a joy to dip into for a giggle at some of the machines or for serious help with designing, building and riding a conventional bike. Softback **\$15.95 plus \$5 handling**.

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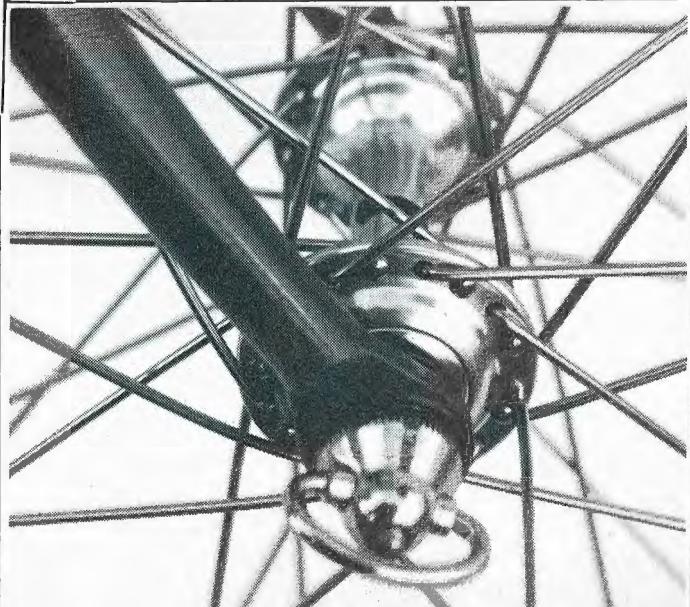
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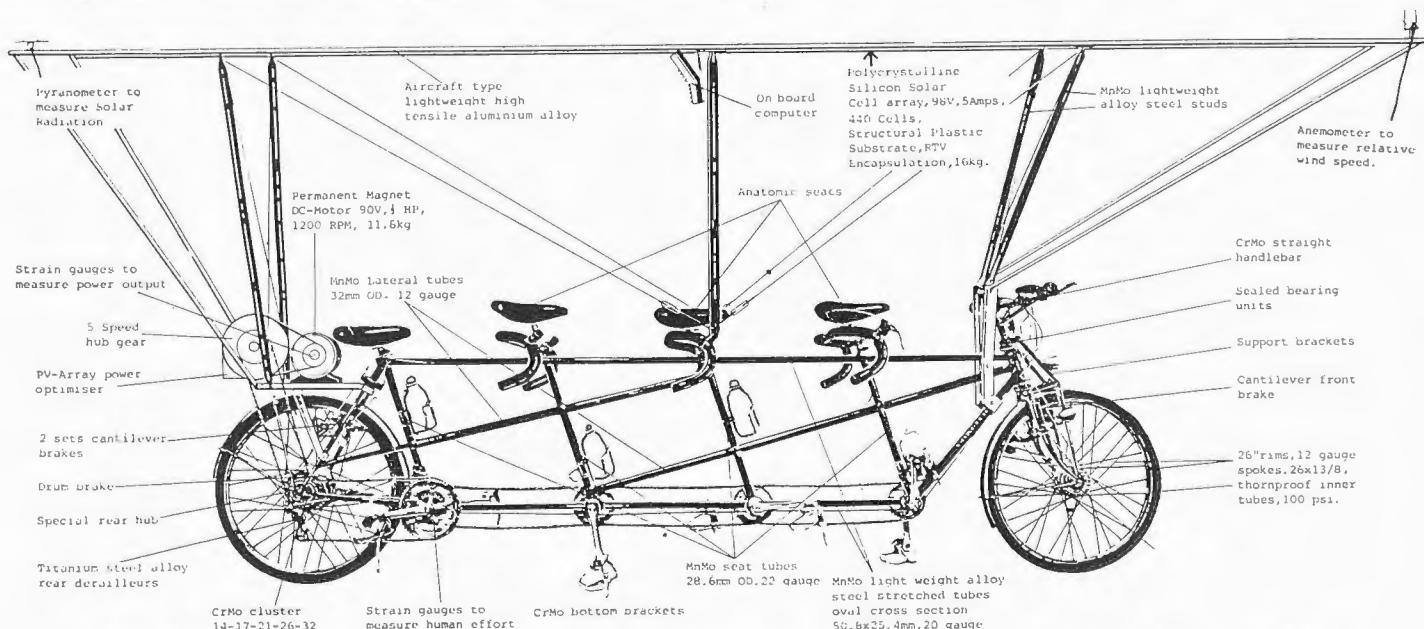


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Tandem Talk



Yes, but does it fly?

Late last year a very curious two wheeled vehicle took to the roads. The four seater solar powered tandem was a contestant in the Courier Mail Great Paper Chase a race between Cairns and Brisbane. The Tandem entered by Queensland University and constructed by Christie Cycles eventually won the race. In the end it was pedal power that won the day. Stewart Wilson takes up the story at Cairns.

The start at Cairns was made with the minimum of fuss and we were on our way to Townsville. It was difficult to start and stop the tandem as balance was hard to maintain at speeds below 10k/h. We endeavoured to always have some people on hand to hold or catch the bike when starting or stopping. At speeds above 10k/h it was very easy to ride and 25-30k/h without solar power or 35-45k/h with solar power were easy averages to achieve. Cameras clicked and shouts and waves from onlookers and other competitors encouraged us all the way from Cairns to Brisbane. All were in good spirits and two of our number who had brought their own bikes with them rode along with us and we averaged about 220k each day.

At 100k south of Cairns and Brisbane getting closer with every turn of the pedals, disaster struck without warning. The front tyre blew out making a horrible mess of the wheel. Our only spare front wheel was fitted and we were on our way again. I respoked a new rim to the wheel as we made our way south. As evening fell, the tandem crashed on a

bridge over a creek about 50k short of our scheduled stop-over. The front wheel was once again severely damaged and the rear wheel of one of the solo rider's bikes was also a write-off.

The supply van was recalled back to the site and many hours were spent in patching up areas where there should have been skin and comforting the 5 injured riders. Work on the tandem went on into the wee small hours.

Next morning saw an early start as we had an extra 50k to travel and we were required to report at the Townsville check point at 4 p.m. that afternoon. All went well and good progress was made until a particularly nasty pot hole caused the rear tyre to blow out about 3k from our check point. We were forced to run pushing the bike arriving with only a few minutes to spare. With the formalities effected, the damage was repaired and we set off again to our stop-over 30k south of Townsville.

It transpired that no more major troubles were to be encountered but, as we proceeded, the road conditions and our early troubles caused the solar

equipment to loose efficiency. However the riders' ability improved steadily as we moved south and the teamwork essential in tandem riding was more and more evident. The mechanical condition of the bike deteriorated, but the riders were able to cope with this with little loss of time.

The most common comment made by people seeing the bike was that the air displaced by semi-trailers must make the bike very hard to handle. All found it hard to believe us when we answered that no ill-effect was felt. The solar panels were removed at Bundaberg and left there for repair and we proceeded with just the supporting structure. Riders found the passing semis greatly affected the bike without the panels. The only rain we had was during this part of the ride as well.

The panels were reinstalled at Petrie and we rode the tandem through Brisbane until we reached Royal Brisbane Hospital where we once again buckled the front wheel. This time traffic and traffic lights were our downfall. However, suppor-

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ting the wheel on the curb and jumping up and down on it in a most professional manner soon had it as good as new. Progress from there was brilliant until we reached the Valley where the dreaded traffic lights struck once more. This time the most expert jumping up and down was of no avail, so we pushed the tandem to the Gardens in time to check in for the finish.

We attended a function at the Park Royal Motel and the tandem was

displayed for all to see. From the way we all became more and more silent I am sure that each and every one of us was regretting that it was all over and we were about to drift off on our own separate ways. The magic of the marvellous team spirit we treasured so much, was about to dissolve.

This story is reprinted courtesy of the Brisbane Bicycle Touring Association. The picture above shows the tandem sans its solar panels on its shakedown cruise from Christie Cycles.

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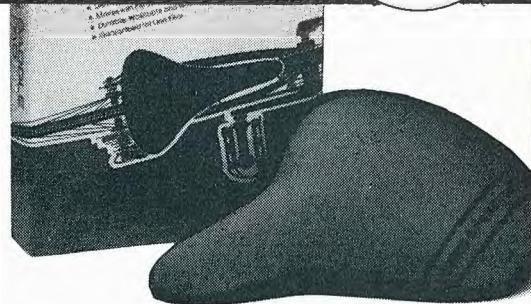
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Effective Cycling - Do we need it?

John Forester the originator of the US Effective Cycling Program and League explains why his programs are vital for the growth and development of cycling.

Cartoons by Phil Somerville.

Certainly, the Effective Cycling Program is intended to teach people to cycle properly: Effective Cycling is safer, better, and more fun, as one of our slogans says it. Teaching cycling is a worthy endeavour, just as are teaching sailing or musicianship. But that's not why Effective Cycling is medically, psychologically, socially and politically important.

Effective Cycling is medically important because the great majority of deaths and injuries to cyclists are caused by cyclists' mistakes, and can be avoided by proper cycling technique, as is shown by the accident statistics of both the U.S.A. and the U.K. That fact may surprise you

because it is not published in the accident analyses; just why that is so is part of the *political* discussion. However, the only two studies of the accident histories of club cyclists agree on this point. Kaplan's study of cyclists belonging to the U.S. League of American Wheelmen shows that those cyclists have an accident rate only 20% of that of other adult U.S. cyclists, and that more experienced club cyclists (in years or miles) have a lower accident rate than newcomers, even though they ride in more difficult conditions. The data in the British Cycle Touring Club's study show the same figure (but it is not published): CTC cyclists with 10+ years of experience have an accident rate only 20% of that of those with

1-2 years of experience. Effective Cycling works because it teaches the lessons of experience without the time and accidents that experience involves.

Allied to the excessive number of accidents is a disturbing psychological problem. When most people cycle or think of cycling they immediately fear being attacked and killed by the cars. This fear prevents many from cycling and ruins the enjoyment of many who do cycle. This fear is not caused by the accidents, because it concerns less than 10% of casualty-causing accidents. This fear as been created by the motoring establishment's campaign to frighten cyclists off the roads. Effective Cycling relieves cyclists of this

psychological burden by showing them that when they act like drivers of vehicles nearly all motorists will treat them as drivers rather than targets.

There are two aspects to the social importance of Effective Cycling. Cycling is good for people; good for the body, mind and spirit. Many people don't cycle or cycle only when they have to because they don't know how to do things the easy way and don't realize that knowledge makes cycling easier and more fun. Effective Cycling gives them that knowledge, so that when they start they know what to expect and how to get better. But there is more.

People also don't cycle because cyclists are depicted as low-status persons, as people who do things that sensible, mature people have given up because they can afford to drive instead. Effective Cycling works against this stereotype by showing that cycling is just as difficult as driving a car, requires a much healthier person (and helps you get that way), and adds a lot more enjoyment to life. Effective Cycling demonstrates that cyclists are not life's losers but its winners, people anyone can be proud to join.

Now consider Effective Cycling's political importance. We in the U.S.A. have had no safe and effective training programs for cyclists, we are oppressed by inequitably restrictive laws, we suffer from social derision for one reason only: it suits the motoring establishment's purpose to have it that way. The motoring establishment wants the roads clear for motorists, and it is reckless of the consequences of its policy. Being a politically adept group of organizations, it rarely commits that truth to paper, but by persistently pressing it for reform I have created the circumstances under which it has had to disclose its motives, albeit only indirectly.

Most of the significant changes in U.S. traffic law and facilities for cycling originated in the California Statewide Bicycle Committee and its successor the California Bicycle Facilities Committee. Both committees were created by California government largely from its employees and appointees, with the tasks of writing traffic law and designing facilities for cyclists. However, the motivating forces behind those committees were, I have been told by reliable sources after inferring the fact myself, the Automobile Club of Southern California and the California Highway Patrol. The ACSC wrote to the committee's chairman, defining the type of person for whom the Legislature had requested that the



cycling laws be written: 'A young, essentially unalert and unpredictable cyclist on an 'arbitrary' trip route and purpose, aboard an unstable and difficult to recognise vehicle.'

The ACSC and CHP representatives on that committee formed a powerful alliance that did everything it could to impress that stamp on the committee's work and steamroller over the opposition, which was me, alone. I was on that committee because of a colossal miscalculation; but that's another story.

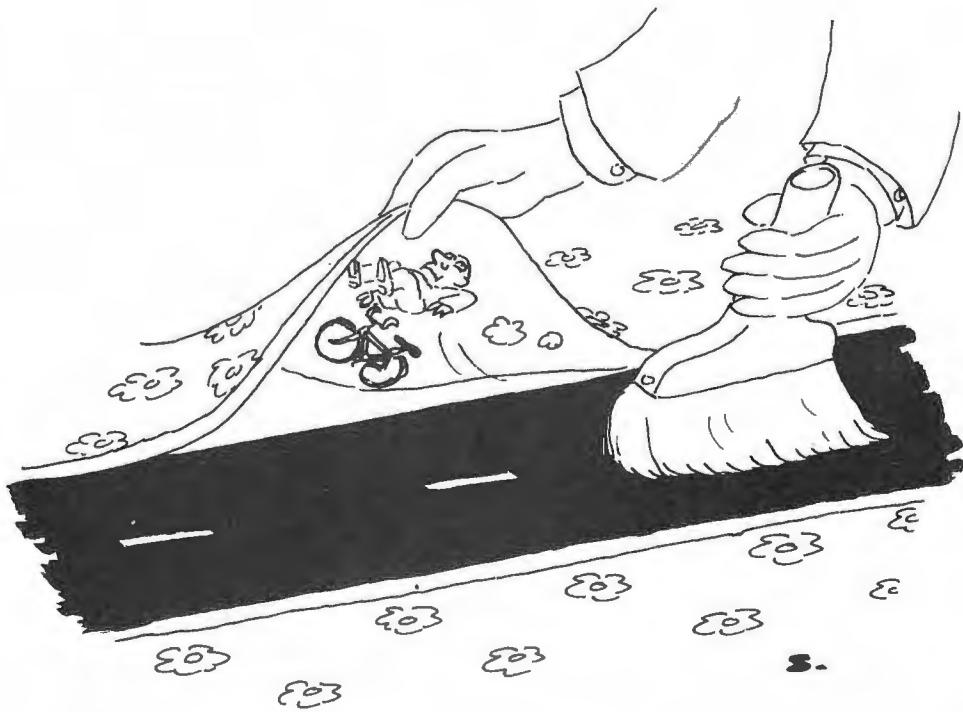
That was in 1974. Ten years later I was before the highest body in U.S. traffic law, the National Committee for Uniform Traffic Laws and Ordinances, in a discussion of when cyclists must signal to change lanes. I pointed out that the old law that was written when motorists also had to

signal with their arms was still good for cyclists.

If a cyclist looked over his shoulder and saw a car coming, he shouldn't signal because he has no intention of swerving in front of the car, while if he looked and saw that it was safe to move over because no traffic was coming there wasn't anybody to see his signal. A committee member burst out with: 'But you can't tell if there's a car coming!'

Nobody disagreed with that statement and the committee voted in accordance with it. Not only that, but before the vote the only voting representative of cycling organizations, Peggy Skonecki of Bicycle USA, explicitly agreed with that statement for the great majority of cyclists.

You see the same thing in Europe.



The publicity motif for the VeloCity conference in London showed a cyclist looking over his shoulder at the car in the next lane, which was followed by a bus numbered 88. The comment in the CTC's *Cycletouring* magazine was: 'Will the car get him, or the number 88?'

Do you see just how stupid the motoring establishment makes cyclists out to be, so stupid that they look straight at a car and swerve under its wheels? They have been so successful in that effort that even some cyclists believe such foolishness.

Not only does the motoring establishment try to make us out to be fools, but it tries to ensure that we don't learn any better. The California Highway Patrol has systematically (but covertly) opposed the teaching of safe cycling practices. It has testified before the State Legislature that California's bicycle accidents are caused by cyclists who are trying to act like drivers of vehicles.

I don't know the details of these forces in Australia or the U.K. (although the printed words give hints and this summer's trip to England may teach me a lot), but I know that we cyclists in the U.S.A. need the Effective Cycling League to establish more cycling courses for several age groups, to demonstrate that these courses work, and to thereby produce sufficient power to overcome this unjust and deadly discrimination.

This is going to be extremely difficult in the U.S.A. I have been working on this problem since 1972, when my own city prohibited cyclists from the road that I used to get to work. I thought then that I could take two years away from my regular profession and this would be sorted out on the basis of common sense, traffic engineering knowledge and the cycling wisdoms that I had been taught as



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SPECIFICATION

FRAME: Tange CrMo (same spec. as Alpine but full bare cable to front derailleur, running under B/B. L/Rider eyes each side front forks.)

CRANKSET: Sugino TGT 24-44-48 (optional) inc. sealed B/B.

WHEELS: "XC", 13/14g butted spokes, Araya 7X anodised black centre.

TYRES & TUBES: OPTIONAL

a) Panaracer Ridge 1.75

b) Panaracer Radial 1.5

c) Panaracer "Torque" knobby 2.125

GEARS: "XC" Ensemble.

BRAKES: Shimano "XT" Deore cant.

BARS & STEM: OPTIONAL

a) CrMo Bullmoose.

b) "XC" stem & Nitto alloy bar.

SADDLE: OPTIONAL

a) Ideale leather wide No. 92.

b) Avocet Anatomic leather cover.

SEAT POST: Laprade 250mm.

PEDALS: "XC" Sealed.

CHAIN: D.I.D. Lanner silver & black.

CLUSTER: PT 6300 anti-corrosive body 6 spd. 13.14.18.22.28.32. (optional)

GRIPS: Shock absorbing rubber compound Jap.

SEAT BINDER: "XC".

SIZES: 51cm. 56cm. 61cm.

Two tone pearlescent enamels with black detailing.

Hillman Cycles

44-46 Grantham St., West Brunswick Vic. Tel: (03) 380 9685
111 Brighton Rd., Scarborough Rd., Scarborough W.A. Tel: (09) 341 3581

a child and had read from the pen of George Herbert Stancer of the CTC. But hard experience has taught me that when government and bicycle activists handle cycling, common sense is turned upside down, traffic engineering knowledge is contradicted or deemed irrelevant, and cycling wisdom is vilified as nasty elitism.

We do not face a secret conspiracy, no matter what you may imagine from my words above, but something much more powerful and intangible. I

have become convinced that the majority of Americans who get involved in bicycle traffic affairs (what proportion that is of the whole nation I do not know) have been so psychologically damaged by the fears inculcated into them in childhood, and for the professionals by the attitudes inculcated by traffic engineering education, that they cannot recognise the truth even when it is before their eyes. It takes a psychologically damaged person to look me in the eyes and say that I, or any normal person, cannot judge the presence, distance and speed of other traffic because *I am riding a bicycle*. And one who agrees with that statement is equally damaged. I make this charge in all seriousness. In his *Structure of Scientific Revolutions*, Thomas Kuhn describes this same inability to see unfamiliar truths in scientists trained in the older knowledge but facing facts that demand new theories, however without implying psychological damage. However, in simple, familiar, obvious matters like whether most drivers can judge the presence, distance and speed of other traffic, people who cannot see the truth for cyclists, although they base their rules for motorists upon it, must have some psychological impediment.



My book *Bicycle Transportation* has been included in, of all unexpected places, the recommended reading lists of two professional psychological journals, presumably because the editors believed that my discussion of this situation is of interest to psychologists.

The task of changing this superstition around is enormous. It will be difficult and lengthy, but the Effective Cycling League, its patient and hard-working members and its programs are vital to achieving that objective.



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Bicycle helmets - which one will you wear?

We survey the nineteen different helmets currently available in Australia

There is no doubt that wearing a helmet makes good sense. Once that has been decided it remains for you to choose between the eighteen different models currently available in this country. This survey has been carefully prepared to help bike riders with this choice.

We recommend you read the following explanatory information before you look at the individual helmet details. A few comparisons have been made where possible and where an

evaluation has been made of a particular feature is has been done on the basis of a user opinion. Eventually your decision will be based on a number of factors. We suggest you consider these carefully before you make your final decision and we have provided a 'decision checklist' at the end of this survey for your use.

How helmets work

The main reason for wearing a helmet is to prevent or minimize head injury in the event of an accident. Of

course accidents can happen and usually this results in your head hitting the pavement from a height of about two metres. To work effectively a helmet has to do at least two things: protect the head from abrasion (minor) and absorb the impact from the fall (major).

It's the job of the liner to absorb the energy from the impact of the fall. This is usually achieved by using a material such as expanded polystyrene EPS which crushes on impact. Australians

Continued on Page 28

Comparative prices

Gemray 323	\$30.00
OGK CH 202	\$30.00
Sorelli Sport	\$30.00
Brancale Sport	\$32.00
OGK Touring	\$40.00
Brancale Giro	\$40.00
Guardian	\$45.00
Star KC 100	\$45.00
Rampar KC 100	\$45.00
Daylyte Pedla	\$45.00
Rosebank Stackhat	\$49.00
H A Keirin	\$49.00
Brancale SP 4	\$52.00
L'il Bell Shell	\$59.00
Skid Lid Touring	\$69.00
Bell V-1 Pro	\$79.00
Bell Biker II	\$79.00
MSR Bike Helmet	\$79.00
Bell Tourlite	\$89.00



The new Bell V1-Pro helmet is also available in black to appeal to the racing cyclists.

Comparative weights (grams)

L'il Bell Shell	252
Sorelli Sport	283
Brancale Sport	303
Brancale Giro	305
Bell V-1 Pro	391
Skid Lid Touring	431
O G K CH 202	441
MSR Bike Helmet	446
Guardian	450
Bell Biker II	454
O G K Touring	464
Brancale SP 4	470
Bell Tourlite	511
Daylyte Pedla	522
Rosebank Stackhat	555
H A Keirin	604
Gemray 323	636
Star KC 100	805
Rampar KC 100	834



Bell Biker II

Price: \$79.00

Weight (grms): 454

Shell material: Injection moulded co-polymer

Liner material: Expanded polystyrene

Fitting method: Velcro fastened sponge pads

Tested to: ANSI Z90.4 and Snell Foundation

Retention: Nylon webbing straps D ring fastening

Ventilation: 9 front facing and 3 rear facing holes

Coolness: G

Sizes: Two shell sizes (55 - 62 cm)

Size range: G

Sweat band: Pads absorb

Accessories:

Wholesale supplier: Hanley Trading Pty Ltd

Phone: (02) 666 9633

The Biker II now replaces the ubiquitous Biker I. The new helmet has the same shell form as the Tourlite but with a different fitting pad system. The Biker II has an excellent fitting system that allows for a wide variety of head shapes as well as sizes.



Bell V-1 Pro

Price: \$79.00

Weight (grms): 391

Shell material: Injection moulded co-polymer

Liner material: Expanded polystyrene

Fitting method: Velcro fastened sponge sizing pads

Tested to: ANSI Z90.4 Snell Foundation

Retention: Nylon webbing harness Q/R buckle

Ventilation: 8 large scoops and holes

Coolness: E

Sizes: 3 shell sizes (52 - 63 cm)

Size range: E

Sweatband: Pads absorb

Accessories: None

Wholesaler: Hanley Trading Pty Ltd

Phone: (02) 666 9633

This helmet with its large vents and sporty appearance is designed to overcome many of the objections held by racing cyclists to conventional hard shell helmets. The V1-Pro is available in either black or white in a very wide range of sizes. It is one of the lightest and coolest helmets available.

E = Excellent, G = Good, F = Fair, P = Poor.



Bell Tourlite

Price: \$89.00

Weight (grms): 511

Shell material: ABS plastic

Liner material: Expanded polystyrene

Fitting method: Velcro fastened sponge pads / sweat pad

Tested to: ANSI Z90.4 and Snell Foundation

Retention: Nylon webbing straps

Ventilation: 9 forward facing and 3 rear facing vents

Coolness: G

Sizes: Two shell sizes (55 - 62 cm)

Size range: G

Sweat band: Chamois brow pd

Accessories: Polycarbonate (Lexan) visor

Wholesale supplier: Hanley Trading Pty Ltd

Phone: (02) 666 9633

The Tourlite offers more features than its Biker II counterpart. Among these are a pad fitting system which includes a chamois sweat pad and hair net section to allow for an unimpeded air flow. The visor and streamlined graphics give this helmet a very distinctive appearance.



Bell L'ill Bell Shell

Price: \$59.00

Weight (grms): 252

Shell material: None

Liner material: Expanded polystyrene

Fitting method: Velcro fastened sponge sizing pads

Tested to: ANSI Z90.4

Retention: Nylon webbing straps nylon buckle

Ventilation: None

Coolness: P*

Sizes: 2 shell sizes (43-52 cm) Kids

Size range: E

Sweat band: Pads absorb

Accessories: None

Wholesale supplier: Hanley Trading Pty Ltd

Phone: (02) 666 9633

This helmet is designed as protection for infants and small children too small to wear a hard shell helmet and too small to ride their own bike. The absence of a hard protective shell is explained by the need to reduce strain on the child's neck and still provide reasonable protection.



Brancale SP 4

Price: \$52.00

Weight (grms): 470

Shell material: Polycarbonate

Liner material: Expanded polystyrene
Fitting method: Covered sponge padding

Tested to: Snell Foundation

Retention: Nylon webbing straps Q/R nylon buckle

Ventilation: 9 front facing and 4 rear facing vents

Coolness: G

Sizes: 54 56 58 60 62 cm

Size range: G

Sweat band: Non removable

Accessories: None

Wholesale supplier: K W Thompson Pty Ltd

Phone: (07) 522 903

This new helmet from Italy is designed to provide protection to the US Snell Foundation standard. It is fitted with attractive green and red graphics in the Italian style and is finished with grey towelling coverings on the fitting pads.



Brancale Sport

Price: \$32.00

Weight (grms): 303

Shell material: ABS Plastic

Liner material: None

Fitting method: Firm sponge padding in crown and brim

Tested to: -

Retention: Nylon webbing chin strap Q/R buckle

Ventilation: 22 small holes in crown

Coolness: F

Sizes: 51 - 61

Size range: G

Sweat band: Padding absorbs

Accessories: None

Wholesale supplier: K W Thompson Pty Ltd

Phone: (07) 522 903

This helmet has no liner apart from its fitting padding. It can therefore only be expected to provide minimum protection in exchange for its extreme lightness.



Brancale Giro

Price: \$40.00

Weight (grms): 305

Shell material: ABS plastic

Liner material: None

Fitting method: Sponge padding

Tested to: -

Retention: Nylon chin strap/plastic nape retention

Ventilation: 10 small front facing & 5 rear vents

Coolness: F

Sizes: 54 - 61 cm

Size range: G

Sweat band: Padding absorbs

Accessories: None

Wholesale supplier: K W Thompson Pty Ltd

Phone: (07) 522 903

The Giro is popular with Triathletes though its lack of liner limits its effectiveness.

familiar with one version of the great outdoors will know this material as the substance used in the manufacture of drink coolers or 'Eskys.' EPS is made in differing grades and hardnesses and it is currently considered the best material for helmet use. As EPS works by absorbing energy by its own destruction you must always replace your helmet once it has received a significant impact.

One further advantage with EPS is its extreme lightness an important factor in reducing wearer fatigue. Though other materials have been used (such as closed cell polyurethane) EPS continues

to out perform all other foam materials.

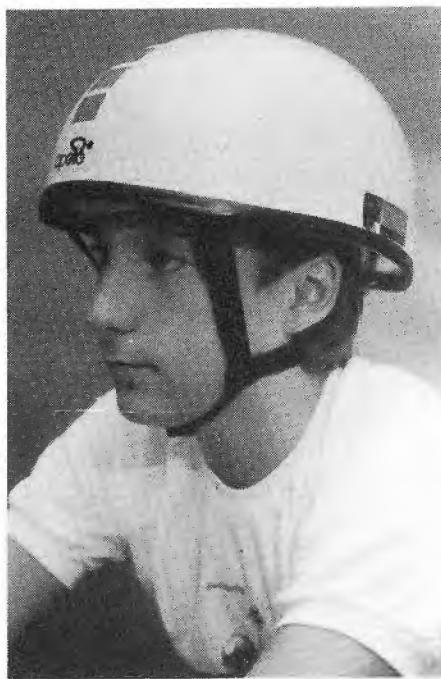
Apart from protecting the wearer's head from abrasion the shell must spread the impact over a greater area. For this reason the shell must withstand sharp impacts often concentrated in a small location.

The traditional shell material for motorcycle helmets is fibreglass which is very strong but as the weight of the helmet is of greater importance to the cyclist the current trend is towards special types of high strength plastics such as Polycarbonate (Lexan is a trade name) or Acrylonitrile Butadiene Styrene ABS.

A well designed bicycle helmet should do more than protect your head in a fall. Its retention system or strapping should hold the helmet securely on the head so that it doesn't fall off you before you hit the ground. It should also be comfortable to wear. Whereas a motorcyclist helmet does not need to be ventilated the bike riders' does. Cycling is often a sweaty activity and a helmet with poor ventilation can often make you hot.

Fitting

Never buy a helmet without fitting it first. It is important that the helmet



Daylyte Pedla

Price: \$45.00

Weight (grms): 522

Shell material: ABS plastic

Liner material: Expanded polystyrene with thin ABS cover

Fitting method: 2 shell sizes Fully adjustable harness

Tested to: AS 2063

Retention: Nylon webbing straps Nylon buckle

Ventilation: Mounting harness allows air through flow

Coolness: G

Sizes: 2 shell sizes (51-61)

Size range: G

Sweat band: Removable

Accessories: None

Wholesale supplier: Apollo Bicycle Co

Phone: (02) 487 1900

At first sight this helmet with its lack of ventilation holes looks hot. However its adjustable harness positions the head away from the liner and shell allowing air to circulate across the entire head. This helmet is also different in that it has a double ABS shell with polystyrene sandwiched in between.



Gemray 323

Price: \$30.00

Weight (grms): 636

Shell material: ABS plastic

Liner material: Expanded polystyrene

Fitting method: Nylon covered sponge lining

Tested to: AS 2063

Retention: Nylon webbing straps D ring buckle

Ventilation: 10 small front and 2 small rear vents

Coolness: F

Sizes: XS53/54 S55/56 M57/58 L59/60

Size range: F

Sweat band: Padding absorbs

Accessories: None

Wholesale supplier: Megray Pty Ltd

Phone: (03) 311 0656

This new helmet from Taiwan offers good protection at a budget price. The helmet features an integral visor and rear reflector. It is available in white or yellow. Its ventilation system favors the crown area with only spot cooling around the brim. The strap is fitted with a device which saves rethreading each time the D rings are loosened.



Guardian Bicycle helmet

Price: \$45.00

Weight (grms): 450

Shell material: ABS plastic

Liner material: Expanded polystyrene

Fitting method: Velcro fastened sizing pads

Tested to: AS 2063

Retention: Nylon webbing straps D ring fastening

Ventilation: 7 front and 4 rear facing medium vents

Coolness: G

Sizes: 3 shell sizes (51 - 63 cm)

Size range: E

Sweat band: Pads absorb

Accessories: None

Wholesale supplier: Safe n Sound Pty Ltd

Phone: (03) 555 5155

This Australian manufactured helmet is remarkably similar to the original Bell Biker and features recessed ventilation scoops and a removable sponge pad fitting system. This system allows for great flexibility in accommodating different head shapes. Guardian is now manufactured by Safe n Sound makers of some excellent kids seats for automobiles.

fit you securely and comfortably. If it feels too tight then it will probably be irritating to wear over a lengthy period. If it feels too loose then you run the risk of it coming off your head in a fall.

There are many different types of fitting method and often this is needed as not all heads are the same shape. Often one brand will fit better than another because you may have an oval shaped head rather than a round one.

Helmets with removable and replaceable sizing pads in varying thicknesses can be fitted to the oddest shaped head.

Performance standards

At present the Australian Standards Association's AS 2063 is the only means of technically evaluating a helmets performance in Australia. As motor cycle helmets are compulsory all those sold must comply with the relevant Standard. There is no such requirement for bicycle helmets. AS

2063 is technically described as being a 'light protective helmet' and though its requirements are among the most stringent in the world not all its provisions relate to the special needs of bike riders.

A recent meeting of the ASA committee overseeing AS 2063 committed its self to developing a separate standard specially for bicycle helmets but until that is proclaimed AS 2063 will remain in force.

There are currently six helmets that comply with the Australian Standard.



H A Keirin

Price: \$49.00
Weight (grms): 604
Shell material: Fibreglass
Liner material: Expanded polystyrene extra thick
Fitting method: Sponge lining over polystyrene
Tested to: -
Retention: Nylon webbing straps with D ring
Ventilation: 6 small holes in crown
Coolness: F
Sizes: 3 sizes 54 58 62
Size range: P
Sweat band: Padding absorbs
Accessories: None
Wholesale supplier: Hanley Treading Pty Ltd
Phone: (02) 666 9633

This helmet is the type worn by the Japanese Keirin racers. In Japan this type of track racing is as big as horse racing is in Australia and all riders are required to wear this standard helmet type. The extra thick liner and fibreglass shell offers excellent protection for the confined track environment.

A number of others are claimed to be equally good but their manufacturers have yet to submit them for test. Both local manufacturers produce their helmets with the SAA sticker.

Many people think that the Standards Association which defines the Standards for manufacture also approves the helmets. This is not the case. Manufacturers submit their helmets to an independent testing company which then performs the physical tests on their equipment. As safety equipment must have rigid

MSR Bike Helmet

Price: \$79.00
Weight (grms): 446
Shell material: Moulded Polycarbonate (Lexan)
Liner material: Expanded polystyrene
Fitting method: User positionable adhesive sponge strips
Tested to: Snell Foundation
Retention: Nylon webbing fully adjustable D rings
Ventilation: 5 forward and 5 rear facing vent holes
Coolness: G
Sizes: 3 shell sizes (49 - 64)
Size range: E
Sweat band: Removable
Accessories: None
Wholesale supplier: Biketech
Phone: (049) 524 403

The MSR helmet has for many years had a high reputation in the bicycle advocate scene. Its Lexan shell gives thorough protection and its redesigned expanded polystyrene liner has special grooves to allow for a good air flow. The straps are fully adjustable front and rear and double removable sweatbands are supplied.

quality control samples from production batches are regularly submitted for test. There are many who say that this adds to the eventual cost but this practice is considered necessary to ensure that the standard is maintained on a continuing basis.

Apart from the Australian AS 2063 there are other performance standards in other parts of the world. In the USA there are two: the American National Standards Institute ANSI Z90.4 and the Snell Memorial Foundation Bicycle Helmet Safety Standard. The ANSI Z90.4 is regarded as a minimum

OGK Touring

Price: \$40.00
Weight (grms): 464
Shell material: Nylon
Liner material: Expanded polystyrene
Fitting method: Sponge pads glued to inside of liner
Tested to: -
Retention: Nylon webbing straps D ring fastening
Ventilation: 12 forward and 4 rear facing small vents
Coolness: G
Sizes: 1 shell size (56 57 58)
Size range: P
Sweat band: Padding absorbs
Accessories: Non removable plastic visor
Wholesale supplier: Atom Imports / Repco Bicycles

This touring type helmet is only available in a limited size range. Its sizing pads are fixed on with adhesive to the reasonable EPS liner. The type of shell material is generally softer than most other makes of helmet.

standard and helmets such as the L'll Bell Shell which has no outer shell will pass its tests.

The new Snell Standard (the Snell Memorial Foundation primarily tests motorcycle helmets) is more demanding than Z90.4. It is considered by some in this country to be less stringent in its requirements than AS 2063.

Retention

Helmets that sit further down on the head require less strapping to hold them in place. Compare a full face



OGK CH 202

Price: \$30.00

Weight (grms): 441

Shell material: Nylon

Liner material: Thin expanded polystyrene

Fitting method: Nylon covered sponge padding

Tested to: -

Retention: Nylon webbing straps Q/R plastic buckle

Ventilation: 26 small vents along crown

Coolness: F

Sizes: S M L (54 56 58)

Size range: P

Sweat band: Pads absorb

Accessories: None

Wholesale supplier: Repco Cycles/Hanley Trading

The OGK has a very thin polystyrene liner and so offers only minimum protection. It is a very light helmet and features a plastic aircraft type quick release buckle.



Rampar KC 100

Price: \$45.00

Weight (grms): 834

Shell material: Fibreglass

Liner material: Expanded polystyrene

Fitting method: Nylon covered sponge padding

Tested to: AS 2063

Retention: Nylon chin strap plastic nape straps

Ventilation: None

Coolness: P

Sizes: 1 shell size (56 57 58)

Size range: F

Sweat band: Padding absorbs

Accessories: Removable visor

Wholesale supplier: TI Industries Pty Ltd

Phone: (03) 456 8911

The Rampar is identical to the Star except for its white shell colour and red trim. It is a close fitting helmet with no provision for ventilation. The rear strapping tends to be loose and allows this 800 gram helmet to move on the head. A removable visor is provided.



Rosebank Stackhat

Price: \$49.00

Weight (grms): 555

Shell material: PBT polyester

Liner material: Expanded polystyrene

Fitting method: Nylon covered sponge lining

Tested to: AS 2063

Retention: Nylon webbing straps D ring buckle

Ventilation: 12 forward and 6 rear facing medium vents

Coolness: F

Sizes: 3 sizes 54 56 59 cm

Size range: F

Sweat band: Padding absorbs

Accessories: None

Wholesale supplier: Rosebank Plastics Pty Ltd

Phone: (03) 791 4999

The Stackhat is a locally produced helmet which through its aggressive marketing has found its way onto more cycle riders heads than any other brand. It is available in White and Yellow and has a close fit. Its ventilation ports provide only spot cooling. Its appearance is now well accepted by teenage students who are always concerned with peer group influences.

motorcycle helmet which only has a chin strap. As a bicycle rider is more likely to adopt a forward leaning position the full type of helmet is often very uncomfortable and impractical.

Instead the design trend is towards a helmet that exposes the ears and the lower part of the neck. To keep this type of helmet securely on the wearers head extra strapping to the rear of the helmet is needed. These nape straps generally need to be adjusted to suit the wearer. Non adjustable nape straps often result in a helmet that will tip forward on the

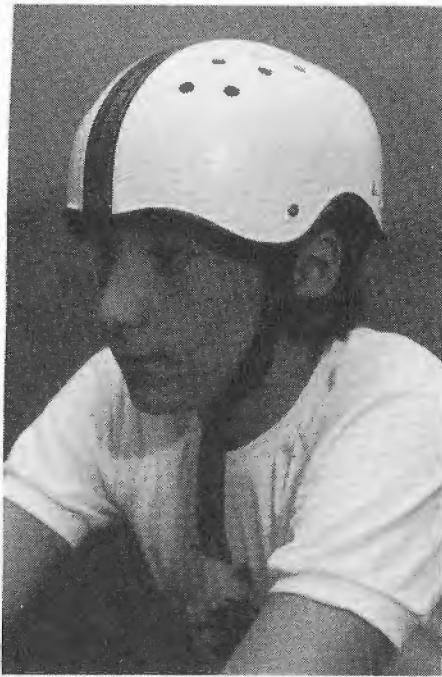
wearers head if the helmet sits up high. The correct strap adjustment should be undertaken when buying a helmet so that a good fit is achieved from the beginning of the helmets useful life.

Ventilation

Unfortunately all helmets are hot in summer. Some are hotter than others and in winter the air that in summer cools can be painfully cold on a balding dome. Generally the helmets that are coolest make the biggest compromises on performance in other areas. The aim

of proper ventilation is to create an air flow through the helmet. There are some areas of the scalp that need cooling more than others. At present there has been little scientific research done on the subject of heat dissipation from the head but it is an established fact that heat loss from the head in cold climates is considerable. What may be good for Queenslanders may not be good for Tasmanians.

Some helmet types which use removable fitting pads will allow enough space with the pads removed in



Sorelli Sport

Price: \$30.00

Weight (grms): 283

Shell material: Nylon

Liner material: None

Fitting method: Nylon covered polyurethane padding

Tested to: -

Retention: Nylon chin strap Plastic nape strap

Ventilation: 22 small holes in crown

Coolness: F

Sizes: S M L (54 56 58)

Size range: F

Sweat band: Pads absorb

Accessories: None

Wholesale supplier: Hanley Trading Pty Ltd

Phone: (02) 666 9633

The Sorelli has no liner and so offers minimum protection. It has ventilation holes running along the crown which provide ventilation to the top of the head. This helmet is lightweight and is available in a white shell colour with black and gold trim.



Skid Lid Touring

Price: \$69.00

Weight (grms): 431

Shell material: Polycarbonate (Lexan)

Liner material: Closed cell polyurethane

Fitting method: Adhesive fitted sizing pads

Tested to: -

Retention: Nylon webbing strap D ring buckle

Ventilation: Open top on four sides

Coolness: E

Sizes: 6 sizes 54 56 58 60 62 64

Size range: G

Sweat band: Chamois removable

Accessories: Chin cup rear view mirror

Wholesale supplier: Clarence St Cyclery

Phone: (02) 29 4962

The Skid Lid gives lightness and excellent ventilation but lacks the protection of a full shell and expanded polystyrene liner. The helmet is very popular in the USA with some racing cyclists, triathletes and tourers wanting maximum ventilation. The helmet comes with a removable visor and rear vision mirror. Its fitting pad system ensures a good fit for all head shapes.



Star KC 100

Price: \$45.00

Weight (grms): 805

Shell material: Fibreglass

Liner material: Expanded polystyrene

Fitting method: Nylon covered sponge padding

Tested to: AS 2063

Retention: Nylon chin strap plastic nape straps

Ventilation: None

Coolness: P

Sizes: 1 shell size 56 57 58

Size range: F

Sweat band: Padding absorbs

Accessories: Removable visor

Wholesale supplier: T I Industries Pty Ltd

Phone: (03) 316 0666

The Star is identical to the Rampar except for its yellow shell colour and green trim. It is a close fitting helmet with no provision for ventilation. The rear strapping tends to be loose and allows this 800 gram helmet to move on the head. A removable visor is provided.

winter to fit a woolen cap inside the helmet. Perhaps this is the answer to the winter problems of a few but as most cycling is done in the warmer months wearers should never overlook ventilation features if a comfortable helmet is important.

Sweat Control

Allied to the problem of ventilation is that of sweat. Helmets in summer can be messy things. Sweat naturally forms in any area not properly ventilated generally where the padding comes into contact with the skin. Helmets that use sponge pads claim that the sponge is able to absorb most of the sweat but they don't say what

happens when the pads fill up. Generally it has to fall somewhere and the object of good helmet design should be to keep it out of the eyes.

At this time the best that can be done is to have removable sweat pads that at least can be wrung out separately: but who wants to stop every few k's on a hot day to squeeze a sodden brow pad.

At present the whole ventilation/sweat control problem is the one area where great improvements can be made and hopefully there are manufacturers working on it.

Price

The present wide range of prices is in part due to the low value of the

Australian Dollar compared to other currencies. Helmets as safety items are not subject to sales tax or import duty. When considering the cost of a helmet it is important to realize that you are buying something to protect yourself from injury so consider its performance at least above all other considerations.

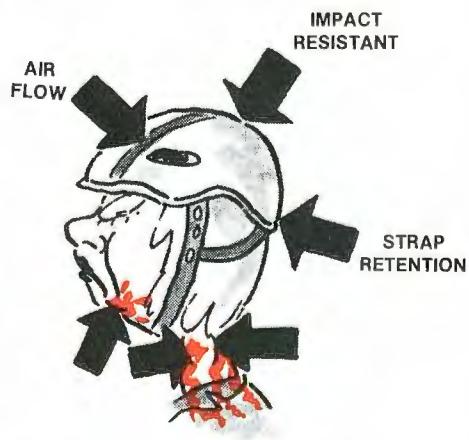
Selection check list

Performance
Fit (correct size)
Ventilation
Weight
Retention
Price

Somerville On Helmets



A correctly designed helmet should withstand sudden impact.



Take care while reading any accompanying instruction manuals.

Do not feel eccentric. Helmet use cuts across class barriers.



Properly fitted, a helmet may prevent brain damage.



Choice of helmet is based on individual needs.



In the final analysis, however, you can't make an emotive issue without breaking a few eggs.

A spoke in the wheel of freedom

by Tim Colebatch

There has been a bit of talk about freedom in this election: freedom of choice; freedom versus excessive regulation; and all that. But, perhaps like you, I never felt *my* freedom was threatened — until this week.

Then the Liberal Party released its transport policy. Tucked away in the back of it, where the bicycle are, was The Threat: "Helmets will be made compulsory when bicycles are ridden on roads or bike paths."

Crash helmets will be compulsory for every cyclist every time they get on a bike? Big Brother is going to tell us we may not choose whether to wear one or not?

Big Brother wants to make you put on a helmet every time you hop on a bike to pedal to the shops, to the park, to a friend's place.

Every time you go for a leisurely Sunday bike ride, you would have to wear a helmet. Even touring on a quiet back road in the country, it would be the same.

Old Bert who has been riding his beat-up Malvern Star for 50 years would be pulled up by police and ordered off the road unless he wears a helmet. The same with old Flo, in her tumbledown house a bit outside town, who has always got around on her bike.

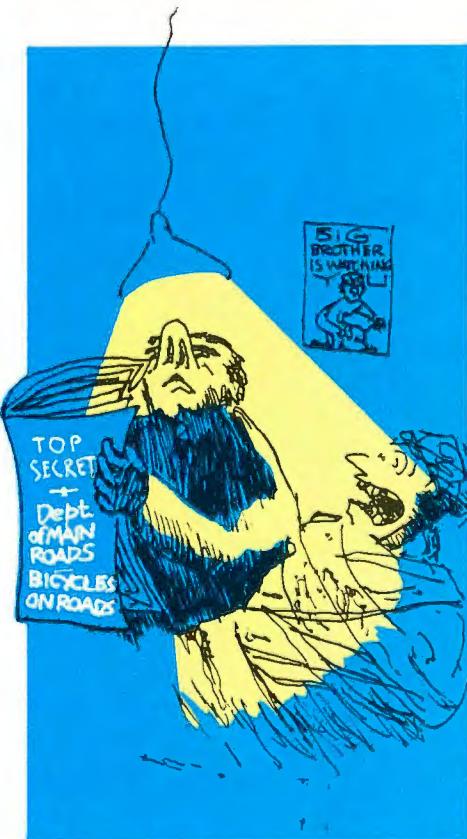
Isn't it a bit ridiculous? And from a party which produces endless rhetoric about the importance of freedom of choice?

The author of the policy, Liberal spokesman on transport Rod Maclellan, seems an unlikely Big Brother. I had always thought him sceptical about people who want to force others to behave as *they* think one should. Why has he now become one of them?

I'm sure the surgeons are to blame. For years, their road trauma committee has been a lone voice demanding that bicycle helmets be made compulsory.

And of course they have a case. About 15 cyclists die each year in Victoria from head injuries. Another 100 or so suffer serious injury. Two-thirds of them are children. Most (although far from all) of this damage would have been prevented if the rider had been wearing a crash helmet.

Obviously helmets are a good thing. Particularly for children, who have most of the accidents. And particularly for commuters on main



Winston Smith a bright young bicycle activist is shown the horrors of Room 101.

roads, where the danger of being squashed by cars is greatest.

But does this mean helmets should be compulsory, for all cyclists, at all times? The surgeons think so. They see it as no different from compulsory seat belts or random breath tests. To them, saving lives is all-important.

But surgeons don't ride bicycles. They don't know what it's like to wear helmets, and what it's like not to wear them. They don't know why people choose to ride bikes.

Bike helmets are not just like other road safety measures. They change the experience of cycling. They can make your head horribly hot, particularly in summer, or on a long ride. They strain your neck and shoulders. They are often uncomfortable. And they shut out the wind through your hair.

Yet that is part of what cycling is about. Cycling is the freedom of rolling along a country road, or quiet back streets, doing it on your own, nothing stopping you, and the wind blowing through your hair. That is real freedom, like horse riding or sailing: but on a bicycle.

I is not the same with a hot, uncomfortable helmet on your head. That is

why cyclists — intelligent adults with a strong vested interest in their own safety — argue that helmets should be encouraged, but not compulsory. People should be free to choose.

It makes sense to put a helmet on young Matthew or Jessica as they pedal off to school. It makes sense to put on a helmet yourself if you are about to ride into town along Heidelberg Road or Hoddle Street. But it makes no sense to order cyclists to wear helmets when there is a negligible risk.

We do not ban cigarette smoking, alcohol, or motor cars; yet they kill far more people than bicycles. We do not ban rock-climbing, motor racing, boxing or rafting the Franklin; yet they are far more dangerous activities than cycling without a helmet. We accept that adults can judge these risks for themselves.

A couple of summers back, we spent four months cycling around Europe. We saw no one wearing helmets except for the odd American. The Dutch, who are mad on cycling, would laugh at the idea. We never felt unsafe without them, and we wouldn't have had such a good time with them.

It was a surprise to come back to Australia and see cyclists everywhere wearing helmets. You must have noticed how many more there are now, adults and kids. And just over Christmas, another 30,000 bike helmets were sold in Victoria, courtesy of Steve Crabb's \$10 rebate.

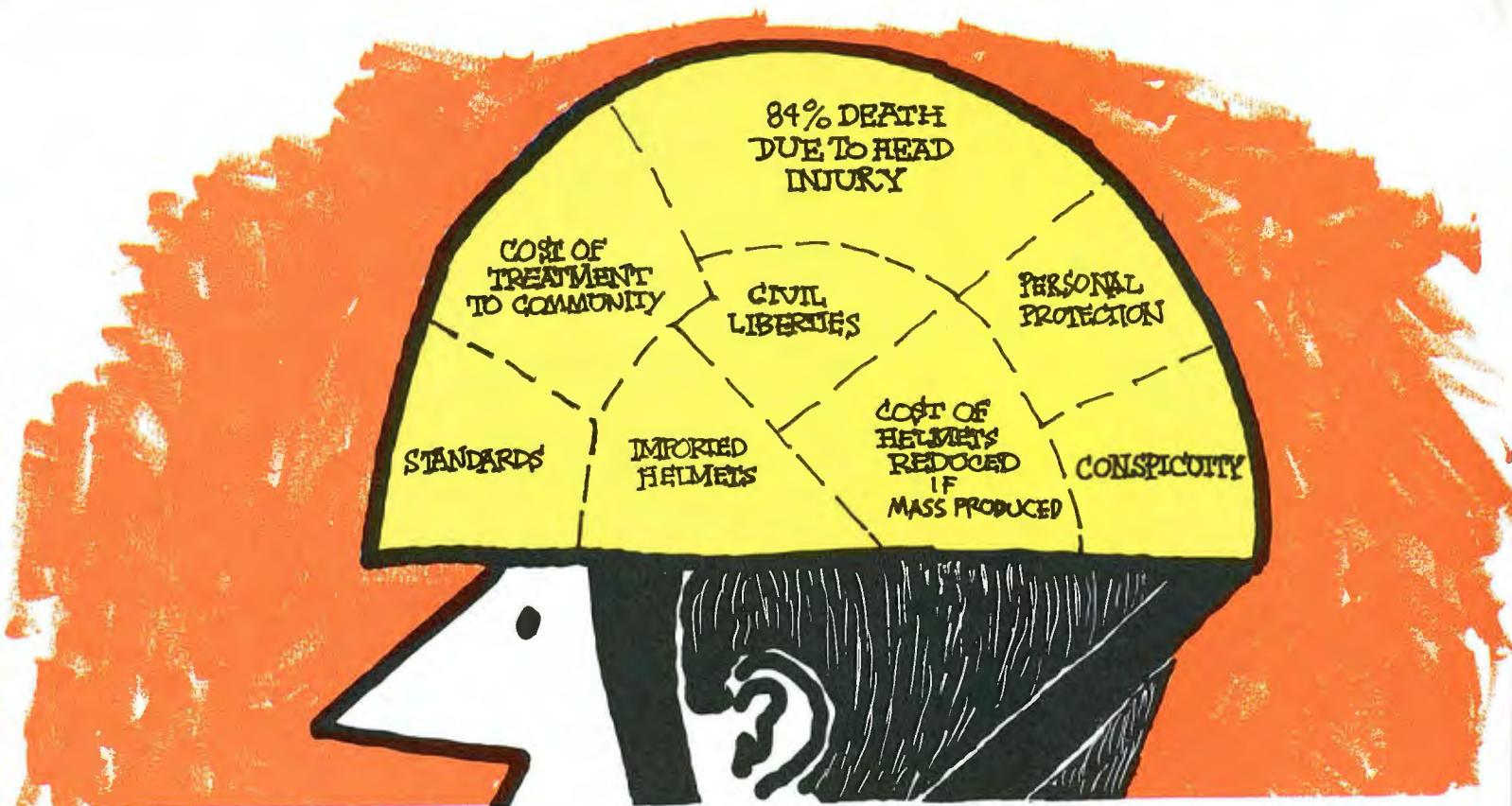
All this is happening simply with various measures of official encouragement. There is a lot more that can be done — particularly through bicycle safety programs in schools — without any need for compulsion.

Just last year the parliamentary social development committee considered the surgeons' proposal that helmets be made compulsory, and rejected it, for the same reasons.

Recommending instead bicycle safety programs in more schools and increased publicity for helmets, the all-party committee said compulsion "should be considered only as a last resort if and when existing and proposed measures are fully implemented, and if the level of road trauma is still unacceptably high and warrants further stringent action."

Big Brother, are you listening?

Reprinted with permission from *The Age*.



Compulsory helmet use - the case for

Over the last year in Victoria there have been many rumours, counter-rumours and arguments concerning bicycle helmets. It has been reported that the Road Traffic Authority (RTA) is trying to pave the way for mandatory bicycle helmet use. Another rumour had Premier Cain deciding to mandate helmets at the end of 1984. Graeme Hawthorne presents the case for greater helmet use within the Australian Community.

Rumours cannot easily be laid to rest. In a letter to Ron Shepherd, previous Vice President of the Bicycle Institute of Victoria, the Director-General of Transport, Mr Reiher, stated that 'the Government has no plans at present to mandate helmet wearing by cyclists'. Clearly there is room in this statement for the Government to mandate helmet use whenever it wishes. It should be pointed out that the issue has been canvassed by some for several years. Since 1982 the Victorian branch of the

Australian Medical Association has had a policy 'that the wearing of protective helmets by pedal cyclists should be compulsory everywhere'. The RTA submitted to the Social Development Committee of the Victorian Parliament 'that legislation should be introduced (to mandate the wearing of helmets) when there is an appropriate level of public acceptability'.

Clearly, in view of the current situation, it is time that the

arguments were dragged out into the open and examined.

There are four main areas of argument. One, do helmets actually work? Two, the infringement of personal rights. Three, the cost and availability of helmets, and four, the appropriate types of helmet for mandatory helmet use. All other arguments — such as the comfort of helmets, the type of legislation, the legal status of children etc., are simply subcategories of the above four areas.

Recently in Victoria the Road Traffic Authority (RTA) launched a media campaign aimed at making school children more aware of bicycle helmets. This included television and radio ads and promotional activities. Subsequent to this a rebate scheme prior to Christmas has resulted in a large increase in the numbers of helmet wearers.

As a result of these campaigns, it is estimated that sales of helmets have risen by 400% and that wearing rates have also jumped considerably. Many

more cyclists are wearing helmets now than a year ago — and that's good.

All cyclists ought to heed the message of the RTA, and wear a helmet — for several reasons. To help prevent accidents between cars and cyclists — where the cyclist inevitably comes off worst — there is an urgent need to give cyclists uniformity in the eyes of other road users — especially motorists. In many accidents the conspicuity of the cyclist is poor and could be improved by the use of a helmet, which helps to create a larger profile for the cyclist.

Many cyclists when moving in traffic, bent over their handlebars, are virtually invisible to motorists: the body line of the cyclist is below the roof-line of the traffic. The human head, capped with hair (which usually looks road-coloured from a distance), becomes lost in the background of moving vehicles, buildings etc. These cyclists are then invisible to many motorists, and are candidates for those crashes that produce the worst cycling injuries and the most cycling deaths — the mid-block crash where the cyclist is struck from behind by a vehicle travelling at a much greater speed than the cyclist.

Even in the most frequent crash types, where a car and a cyclist crash at right angles, typically at an intersection, the cyclist is obscured, or partly obscured, from the motorist's view in up to 63% of crashes, usually by obstructions up to car roof-line height.

Breakdowns of injury types show that over 65% suffered by cyclists are head injuries, ranging from lacerations through to haemorrhage or skull fracture and that 13% of these will be severe head injuries. In fact just under 50% of injured cyclists needing intensive care hospitalisation are so hospitalised because of their head injuries.

Furthermore 84% of all cyclists killed have severe injury to the head, and an American study has shown that 86% of cycling deaths involved serious neck or head injuries. The RTA claims that about 75% of Victorian cycling deaths are directly attributable to head injury.

If cyclists wore helmets many of the injuries mentioned above would be lessened, or would not occur at all. A study carried out by McDermott and Klug concluded that motorcyclists suffered up to 50% fewer head injuries because they wore helmets. An Adelaide study showed

that most of the head injuries suffered by cyclists could have been prevented had helmets been worn. Of children treated at the Royal Children's Hospital in Melbourne up to the age of 16 years, 50% of cycling casualties suffer head injuries — yet only 1% of BMX competition riders do, chiefly because they wear helmets.

But the most devastating evidence of the effectiveness of helmets comes from a South Australian study (Dorsch/Woodward/Somers, University of Adelaide 1984) only just completed. This study shows that the probability of death from head injury could be cut by 80% if the cyclist wears a hard-shell helmet. It also shows that injuries to the head (such as concussion, lacerations etc.) are reduced by 50% where the cyclist is wearing a hard-shell helmet. Although this study can be criticised for relying on an atypical sample of cyclists, who may have been riding in atypical situations wearing a variety of different helmets, it is almost certain that the study parameters result in an underestimation of the value of helmets for cyclists.

Helmets then, do work. And if the research quoted above is translated into cyclist lives saved through all cyclists wearing helmets, in Victoria



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approximately 16 cyclist lives would be saved each year. This is based on a death toll of about 23 cyclists per annum due to head injuries, minus those cyclists who already wear helmets (2.4% of child cyclists and 33.6% of commuter cyclists). Furthermore the number of severe head injuries could be expected to be halved — down from about 400 to probably about 200, and the result of this would be a massive saving in terms of personal suffering, anguish and hardship, both for the injured or killed persons and for their families, spouses, parents and friends.

In addition to this, the saving to the community would be substantial. According to the Federal Office of Road Safety the death of a road user due to neurotrauma costs the community an estimated \$434,000. Major injuries cost \$67,000, with minor injuries costing a further \$8000. Bicycle deaths and injuries then, cost the Victorian Taxpayers about \$43 million in any one year, of which at least \$21 million is directly attributable to head injuries. Using the figures above, in a very crude economic equation, if all cyclists wore helmets the saving would be in the order of \$14 million or higher. In fact Greg Rrodsted, Rosebank Plastics' ad man has estimated that the savings would really be in the order of \$26 million by the time minor lacerations that are treated by local doctors, St. John's Ambulance or Tender Loving Care at home were included. Another estimate of the potential savings was made by the RACV Consulting Services group, whose figure of \$20 million supports the above calculations.

The cost of supplying helmets would not be as great as many people fear. Roughly 18% of child cyclists already own helmets and we know that 33% of commuter cyclists do — that's about 25% of all active cyclists. If we accept that there are 850,000 cyclists in Victoria, helmets need only to be found for about 630,000 — the cost, at \$33 a helmet, would be in the vicinity of \$21 million: supplying helmets free to all cyclists would pay for itself in less than two years!

The argument over infringement of personal liberties runs along a very different line. There are few statistics, costs or equations since it is mostly an argument dealing with peoples' feelings and their attitudes.

Many cyclists claim that helmets are too expensive, too heavy, that they restrict head movement, promote tiredness (especially on long trips) and cause overheating, with resultant sweat problems. Other

typical comments are that the bicycle is the only free and independent form of transport, that helmets make cyclists look awful, and that since cycling head injuries are such a small percentage of road trauma, it's unnecessary anyway. Many people believe that if mandatory helmet use is introduced the numbers of cyclists will decline and that 'proper' cyclists don't need that type of protection.

Because cyclists have never before thought about helmets, and because they have survived for many years of cycling without one, they therefore think they don't need them. Yet, once cyclists have been introduced to the benefits — increased conspicuity and head protection — of helmet wearing, and are made aware of the crash situation, they often change their point of view.

One group of cyclists who are implacably opposed to helmet use are racing cyclists. Studies have demonstrated that they have few crashes — up to 80% fewer than other cyclists. They argue that helmets are too heavy, that they cause sweat problems on long training rides and that in crashes they have learned to fall minimising head to ground contact.

Racing cyclists are a very small section of the cycling community, and other cyclists do not possess their skills. It ought to be obvious that the views of these elite cyclists should not prevent safety measures being taken for the benefit of all cyclists — a safety measure that would enhance their own safety anyway.

Hard-shelled helmets approved to AS 2063, the relevant Australian Standard, retail at about \$50 — or slightly under. But they can be bought more cheaply through some cycling retailers, or through chain stores, such as K-Mart or Safeway. The discounted prices — down to as low as \$34 — make a helmet within the reach of all adult cyclists, and most child cyclists, although for pensioners, the unemployed and families with several children buying helmets may be a strain. To overcome this these people ought to be subsidised by the community when buying any safety equipment, irrespective of whether it is mandatory or not.

There is no evidence to suggest that helmets are too heavy, thus promoting injury, though the weight of helmets is itself an issue. The weight of a Guardian helmet approved to SAA 2063 is approximately 450gms., and only cyclists suffering neck or back strain are likely to find this burdensome. Even when small toddlers wearing helmets have been involved in crashes they have shown no sign of

increased injury. Increased heat and sweat due to helmet-wearing is not as much a problem as some would have us believe. The average cyclist rides for trip lengths of typically 20 minutes — which are too short to promote this type of problem. On longer trips, such as training rides or when touring, there may be a sweat build-up problem: some cyclists cure this by use of a headband. Some helmets deal with the ventilation problem better than others. Obviously in Brisbane the hotness of a helmet is more an issue than in Victoria.

Community outcry by civil liberties groups has accompanied almost all of the road safety measures that have been introduced since 1945 — from the alcohol issue, to seat belts, to Zero-BAC for P-Plate Drivers, which is the most recent road safety legislation in Victoria. Yet all of these have been accepted by the community and have been demonstrated to be valuable contributions to road safety. Government involvement in road safety areas has evolved over a long period of time, and is a tradition which the community accepts. There is no reason to expect that mandatory cycling helmet use would suffer any different fate. A measure which would promote increased liberty for cyclists frightened by traffic, increased life spans for some, and increased injury-free life for others can hardly be classified as a restriction on civil liberties.

Undoubtedly if mandatory helmet wearing were introduced, the numbers of cyclists would temporarily decline. This has already been demonstrated in schools which have introduced helmets. What happens though, is that this decline is temporary, with cyclist numbers rising again as the ruling is accepted.

It is likely that the numbers of cyclists would eventually actually rise. People who are currently frightened of cycling may feel more conspicuous and protected if wearing a helmet. Obviously this extends to parents who are concerned about their children, and helmet wearing may well relieve some of their fear as cycling is seen to be a safer activity. Over the long term this is likely to lead to an increased number of cyclists using the road system.

Mandatory helmet use is then no more an infringement on personal liberties than wearing a helmet is for builder's labourers or motorcyclists. Nor would it in any way restrict cycling.

One of the potential problems of mandatory helmet use however is the question of cost and supply of helmets. The market for helmets is

restricted, with the current number of sales in Victoria at about 20,000 per annum. The cost of a helmet can be broken down as follows: approximately \$25 for materials, \$3 for packaging/SAA approval, and an unspecified amount for labour and transport. An Australian-made helmet cannot be made available for less than about \$30 if there is to be a reasonable return to the manufacturer. The current wholesale prices of Australian-made helmets are about \$31. The retail price of a Stackhat is \$49.90, while a Guardian costs \$47.59. However, both these helmets can be bought at discount prices as

mentioned above. In relation to the price of the bicycle — usually about \$150-250 — the cost of a helmet is not an inordinate strain.

To lower the cost of helmets outright would be difficult, as the above figures show. But some strategies could be examined.

If the market were expanded in size the unit costs would decline. David Jenkins, of Guardian Safety Products, estimates that an annual industry target of 80,000 helmets would be necessary to reduce the cost per helmet to about \$20-25. John Rose, who makes the Stackhat, points out

that the potential market could be as high as the number of new bicycles sold each year, which is about 120,000 in Victoria, an unrealistic figure given that the life of a helmet may be spread over several different bicycles. To supply market sizes such as these would require an investment of about \$300,000 in plant and equipment — a figure which may be beyond the current capacity of the Australian market to support. Annual production runs of 80,000 would quickly saturate the Victorian market, leaving manufacturers with excess capacity, although national marketing of helmets would probably overcome this problem.

Another way of reducing costs is where Government subsidies could be handed out to helmet manufacturers/distributors. However this may not be politically or socially acceptable as the real people who would benefit are perceived to be a minority group. If this were carried out the scheme would need to be organised so that the benefits were passed on to the public, thus preventing the creation of another protected industry.

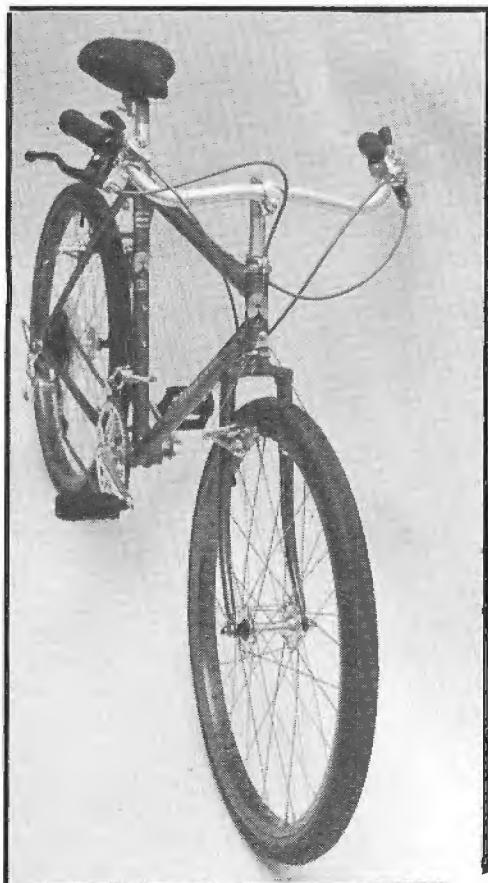
Upgrading of imported helmets to meet the SAA standard may involve raising the base unit price of those helmets, especially if that upgrading involves major plant and equipment investment. In this context it is significant that the helmets which the BIV and RTA say approximate the Australian Standard, and which are imported, cost as much or more than their Australian-made counterparts.

We have the technology and infrastructure here to produce helmets of world-class quality — already there are two on the market, both of which are approved to SA 2063 — and the present cost is not exorbitant for cyclists, except in some circumstances. Consequently it is arguable that helmets are currently available at a reasonable cost, and no tampering with the market is needed — beyond ensuring that all helmets sold for cyclists meet SA 2063, and that testing of all imported helmets be carried out at the point of entry into Australia.

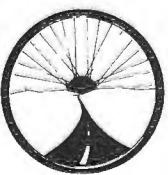
There is no doubt that some regulation of the marketplace in terms of quality of helmets is necessary. Any encouragement or mandatory programme without reference to the quality of the safety equipment being promoted would be worthless.

All cycling helmets sold should be brought under the Trade Practices Act in order to achieve two things. First, this would make all helmets sold for road use, whether they be for motorcycling or cycling, conform to a basic safety code. Second, it would

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guarantee that helmets were treated as protective equipment: at the moment toy helmets can be easily sold as 'cycling helmets'!

The other problem is to establish an appropriate standard for bicycle helmets. Australian Standard 2063 is based on four basic tests — impact energy attenuation, resistance to penetration, testing the chin strap, and checking for peripheral vision clearance. A number of other provisions apply as well, such as the size of the air holes, the construction of the helmet, the materials from which it is made etc. The requirement of the tests (when the helmet is dropped in a free fall from 1500m) is for a peak acceleration of 400g, and to resist penetration from a free fall of 1000m. The chin strap test requires a peak force of 500g applied to the strap.

A number of criticisms can be levelled at these tests. First, the equipment used makes no allowance for the human head to consist of blood, and soft tissue. Second, the headform used is rigid, unlike the neck which is flexible. Third, there is no allowance for the headform to rotate, as the head does in contact with a surface. And the chin strap test is a simple test of downwards pressure — hardly an adequate simulation of the effectiveness of a chin strap where the helmet is likely to be tilted forwards, sideways or rotated by road impact. Obviously research should be carried out to design a test procedure accounting for the above impact considerations.

Nevertheless, SAA 2063 does represent one of the world's most rigorous bicycle helmet standards, and it is probably very realistic, requiring that helmets have a hard outer shell, with a good energy absorbing liner, and that they have strong chin straps. The other point to make in regard to helmet standards, is that brain damage usually starts when the head is exposed to 300g — clearly then, SA 2063 gives most adequate protection. As such, since it represents the best that we have, it should be enforced on all helmets sold for cycling use until a more appropriate standard is developed.

The arguments above show that helmets do work, if worn by all cyclists they would lower the death and injury rates, they would encourage cycling as an activity, and they are available at reasonable cost.

To argue against mandatory helmet use is to be an apologist for accepting the status quo — an apology for doing nothing. It is an attitude which assumes that crashes are random events, about which we can do nothing, and which strikes more

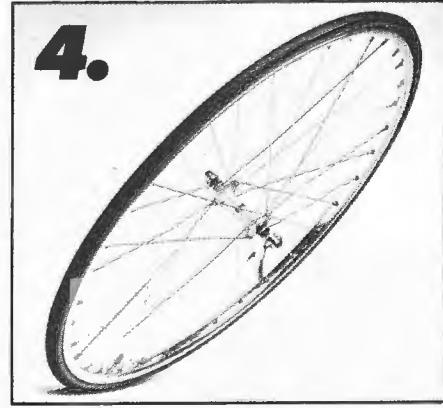
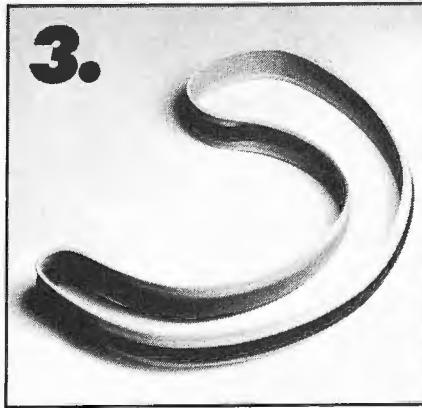
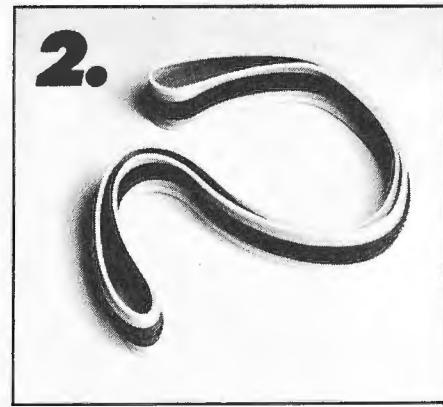
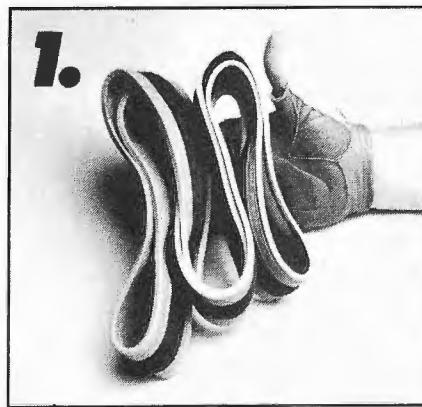
heavily at cyclists than other road users. Clearly such an approach runs counter to the interests of all cyclists, and is like an ostrich burying its head in the sand. Bicyclists need to embrace any measures which will increase our numbers, make us safer road users, reduce injuries and deaths, and increase conspicuity.

None of the above should be construed as a claim that mandatory helmet wearing is a cure-all for cycling crashes and injuries — nothing could be further from the truth. One countermeasure in isolation can never be an instant fix to a problem involving many human operators, which the traffic system does. What is

needed is a comprehensive package of road safety initiatives, one of which is mandatory helmet use for cyclists.

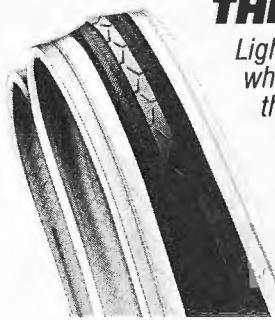
Graeme Hawthorne is a teacher with the Victorian Education Department, teaching Traffic Safety Education. He is a trained Bike Ed. teacher, and is a member of the Education Department's Traffic Safety Education Committee. He is also a member of the council of the Victorian Association of Traffic Safety Education Teachers (VATSET). He is a member of the State Bicycle Committee's sub-committee on Education and Enforcement where he represents both the Education Dept. and VATSET. He is currently researching a Masters thesis at Monash University in Traffic Safety Education.

Graeme is a regular bike rider, and regularly rides 200-250kms. every week. He has worn a helmet since 1977, for both commuter cycling and for weekend touring and recreation.



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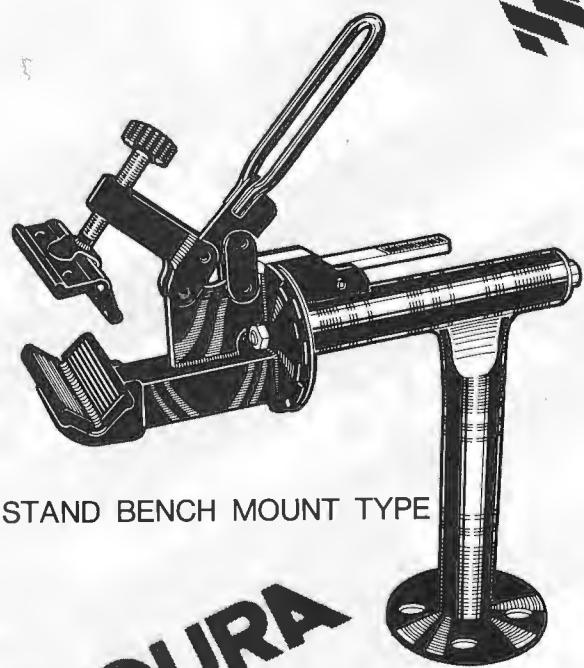
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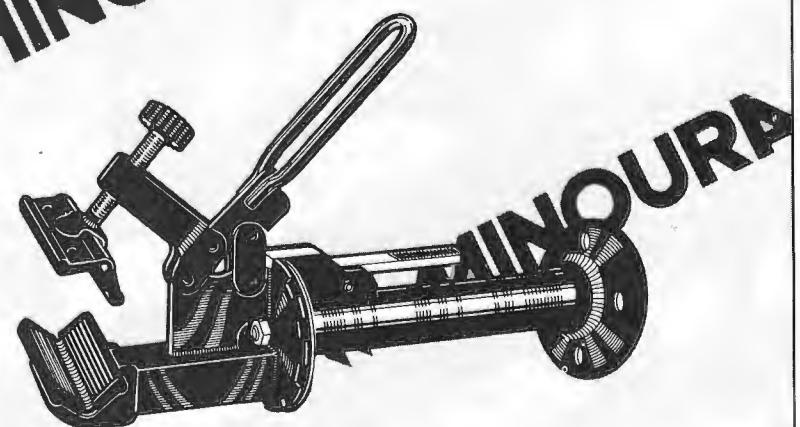
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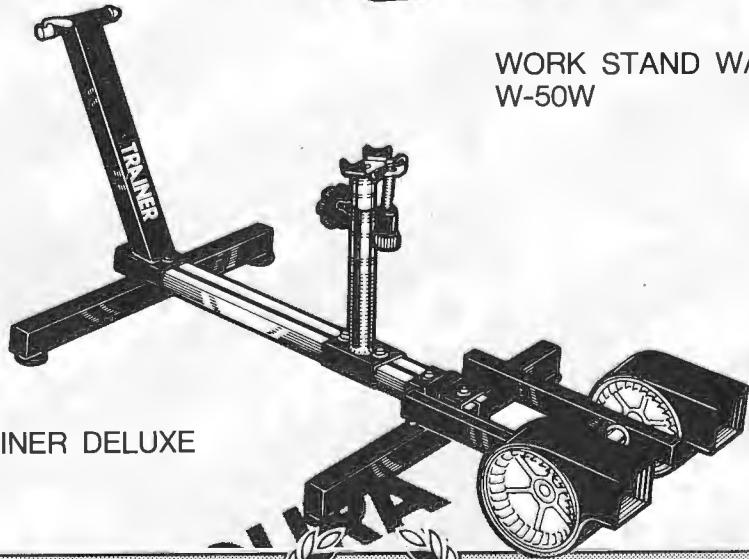
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Bicycle Helmet Survey

Dr Henry Pang and Mr Derek Millar are conducting the first ever major bicycle helmet usage survey as part of their Bicycle Helmet Information Project. The project has been commissioned by the Federal Office of Road Safety and is wholeheartedly supported by the publishers of this magazine.

Freewheeling readers are urged to participate in this worthwhile programme by filling out a survey form and posting to the Freepost address shown below.

The close of entries is June 30 1985 and after that date five entries will be randomly selected as prize winners. Each of those lucky people will win one of five prizes consisting of three ASA approved helmets or two cyclocomputers.

To be eligible for the prize simply include your name and telephone contact number on your form. Note: Freepost does not require a stamp to be attached to your envelope.

Send your completed form to:

**Freepost 21,
Bicycle Helmet Survey
PO Box K534
Haymarket NSW 2000**

Please circle your choices on the questionnaire and post today. Don't forget your name and contact number if you want to be eligible for the prize.

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This Bicycling Helmet Usage Survey is being conducted by Dr Henry Pang and Mr Derek Millar as part of a *Bicycle Helmet Information Project* commissioned by the Federal Office of Road Safety.

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64+

3. Your postcode:

4. Education (multiple selection permitted). Did you attend: High School; Tertiary Institution; Tech. School.

5. Employment. Do you work: full time; part time; are you a full time student; unemployed.

6. Income (per annum). Under \$10,000; \$10,000-14,999; \$15,000-19,999; \$20,000-24,999; \$25,000-29,000; \$30,000-39,000; over \$40,000.

7. Type of job. Professional; Technical/Semi professional; Public Servant; Trade; Managerial; Student; Clerical; Unskilled; Retired; Other.

Bicycle Ownership

8. Do you own a bicycle?
Yes; No.

9. How many bicycles do you own? 1, 2, 3, 4, 5, 6, 6+

10. To what use do you put your most often used bike? General transport; Touring; All-terrain; Racing; General Recreation; Fitness.

11. How often do you use your bicycle? weekly; infrequently.

12. How long would you spend cycling on each outing? less than 1 hour; 2 hours; 3 hours; 4 hours; more than 5 hours.

13. What kind of bike do you own? Custom built lightweight; high performance sporting lightweight; high performance sporting lightweight; All-terrain; BMX; Tandem; Fixed gear track bike; cruiser type; Folding type; exercise bike.

14. What is the cost of your most expensive bike bought new. Under \$150; \$150-199; \$200-299; \$300-399; \$400-499; \$500-599; \$600-699; \$700-899; \$900-999; \$1000+

15. Do you own any of the following items of bicycle equipment (multiple selection permitted): Toe clips; Tool kit; Battery lights; Generator lights; Specialised bicycle clothing; Automobile rack; 'V' type locking device; Chain or cable lock; Helmet; Touring Shoes; cleated shoes; Child seat; Bicycle computer; Windshield/fairing.

16. Do you plan to purchase any of the items below in the next twelve months. (Multiple selection permitted): Toe clips; Tool kit; Battery lights; Generator lights; Specialised bicycle clothing; Automobile rack; 'V' type locking device; Chain or cable lock; Helmet; Touring Shoes; cleated shoes; Child seat; Bicycle computer; Windshield/fairing.

Bicycle Ownership

8. Do you own a bicycle?
Yes; No.

9. How many bicycles do you own? 1,
2, 3, 4, 5, 6+

10. To what use do you put your most
often used bike? General transport;
Touring; All-terrain; Racing; General
Recreation; Fitness.

BICYCLE HELMET SURVEY

Bicycle Touring

17. Have you been bicycle touring?
Yes; No.

18. What duration of trips do you prefer? One day; weekend; week long; two week; other.

Bicycle Selection

19. When considering the purchase of a bicycle do you use Freewheeling to guide your selection? Yes; No.

20. Where did you buy your last new bike? Bike shop; Department store; Sporting store; Discount store/supermarket; Toy shop; Automobile supply shop.

Bicycle Helmet

21. Do you own a bicycle helmet?
Yes; No.

22. Are you planning to buy a bicycle helmet in the next 6 months?
Yes; No.

23. How many bicycle helmets do you own? 1, 2, 3, 4

24. Which brand bicycle helmet(s) do you own?

25. Why did you purchase your particular brand? (mark in order of priority, 1-10, 1 being most important): Advertising; Low cost; shops recommendation; friends recommendation; manufacturers reputation; standards approval; comfort features; good looks; good protection; manufacturers return policy.

26. What do you think are the three best features of your helmet? Easy adjustment; good fit; good ventilation; good protection; safe colour; low weight; suitability for racing; good looks; other.

27. How could your bicycle helmet be improved? (mark in order of priority, 1-10, 1 being most important): Improved ventilation; lower weight; more secure straps; lower cost; more comfort; better looks; wider colour range; don't know; easier to clean; no improvement needed.

28. Perhaps you never wear a helmet or only occasionally, why? (mark in order of priority, 1-6, 1 being most important): poor ventilation; too costly; useless; no-one else wears one; can't be bothered; uncertain what to buy; other.

29. What changes need to be made before you will use a helmet or use your existing helmet more often? (mark in order of priority, 1-9, 1 being most important): Lower cost; improve ventilation; lower weight; more socially acceptable; more secure straps; more comfort; better looks; compulsory legislation; more information.

30. Is your bicycle helmet SAA approved? Yes; No.

31. Would you look for an SAA approval mark? Yes; No.

32. Would you look for an SAA approval mark? Yes; No.

33. Do any of your friends wear bicycle helmets? None; few; half; most; all.

34. Why don't more of your friends wear bicycle helmets? (mark in order of priority, 1-12, 1 being most important): Too costly; useless; poor ventilation; too heavy; sissy; no-one else wears them; not needed; ruins hairdo; gets too smelly; none fit properly; medical; don't know.

35. Why do you wear a helmet? (mark in order of priority, 1-5, 1 being most important): Good example to others; club or school rules; head protection; increase visibility; summer shade/winter warmth.

36. Are you a member of any cycling club? Yes; No.

37. Do you think that bicycle helmets should be mandatorily made to SAA Standard? Yes; No.

38. Do you think that the wearing of bicycle helmets should be made compulsory? Yes; No.

39. Do you think that adequate facilities are being provided for bicycle riders? Yes; No.

40. Which of the following items would be most useful to you if included in a bicycle information kit (Mark in order of priority 1-10, 1 being most important): Reasons for helmets; how helmets are designed; how helmets are manufactured; the role of the Standards Association; the testing process; the history and current status of the helmet Standard; the case for and against compulsory wearing of helmets; projects which have sought to promote helmet wearing; the economics of the helmet industry; the role of various actors in the helmet story.

Tee-shirt sell out

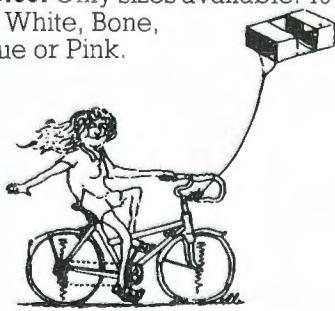
Freewheeling is clearing its stock of tee-shirts all at below cost price. Now's the time for a bargain, provided we have your size. Unfortunately we can't offer bargains on postage (the APO won't co-operate) so postage is \$1.00 per order. Order more than one and reduce your cost. As stocks are limited, please state your alternative preference.

Our complete stock is listed below so hurry and order now before stocks sell out. Some sizes will go fast.

The original Sydney to the 'Gong Official Ride Shirt. 1982 logo on blue cotton/poly shirt. Was \$5.00 **NOW \$3.00.** Only sizes available: 10, 12, 14.



Freewheeling One for the Road Tee-shirt. An original design in two colours on cotton/poly fabric. Never to be reprinted. Was \$7.50 **NOW \$5.00.** Only sizes available: 10 and 12 in White, Bone, Blue or Pink.



1983 Sydney to the 'Gong Official ride shirt. Original Phil Somerville cartoon design on 100% cotton shirt. Only 200 in existence and going fast. Was \$7.50 **NOW \$5.00.** Only sizes available: Bone colour 14 and 18. White Chinese Double swan brand size 18/20 Only.

1983 Sydney to the 'Gong Guides Shirt. In bright yellow with dark blue stripes design. Cotton/poly fabric Was \$5.00 **NOW \$3.00.** Only sizes available: 12, 14, 16.

1984 Sydney to the 'Gong Guides Singlet. In pink 100% cotton with dark blue design front and back. Very limited quantity. These have not previously offered for sale and have only been worn by the 1984 'Gong Ride Guides. Only one size 18 **\$7.00.**

'Gong Ride Videos



Two video films of the past three Sydney to the 'Gong Bicycle Rides are now available. Relive the fun and excitement of these historic event rides in the comfort of your own

home. Both are only available on 1/2" VHS format and cost \$45 including packing and certified postage.

Freewheelin' to the 'Gong. By Kate Muir. An eighteen minute film of the first two rides (1982 & 83). This film was shown during the promotion of last years event. It contains some interesting footage shot from a moving bicycle including an exciting descent of Stanwell Park Hill. A cast of 1000. Shot on Super 8 and transferred to video.

1984 Repco Freewheeling to the 'Gong. By Video Verite. This 55 minute video was commissioned by the organizers OzBike Tours to show something of the organization that goes into making each 'Gong tour a success. Shot in remarkably clear 1/2" video it follows the days events starting with a deserted Belmore Park and culminating in the arrival at a windy Flagstaff Point. Some interview sequences include the *Freewheeling* Publisher posing as a TV anchor man. Good fun.

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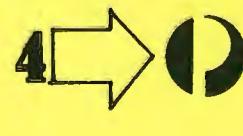
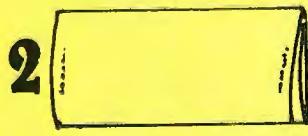
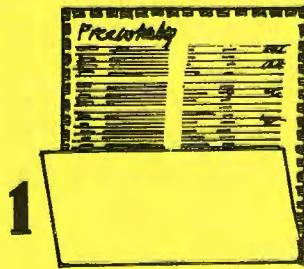
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Rambling



By Michael Burlace

On the last night of the Caltex Great Victorian Bike Ride we camped in Sunbury, north-west of Melbourne. There was the usual queue at the showers, and so a lot of people went next door and bought a shower at the swimming pool. It seems a shower was about the only thing you could do, after reading the sign above.

Had trouble with your halogen bulbs blowing after only a short time? The fault is common and is usually caused by one of two things - excess of power or greasy fingers. Many generators produce more than the six volts three watts most halogen bulbs operate on. The normal output of the

generator may be fine, but when the speed gets a bit high, the voltage jumps and can go to as much as 13 volts. If your halogen bulb has no circuit protection - usually just a zener diode, it may cost you a bit in bulbs. The greasy finger syndrome may be caused by your friendly local bike shop or your own hands. Because of the high temperatures generated, crud on the surface of the glass can cause it to blow. Buy only bulbs which have not been handled in the shop. Touch only the metal parts, if at all. A good bike shop will have its bulbs in plastic and will warn you about handling them. Inserting the bulbs is a bit tricky with surgical gloves and a full mask on, but if you are good you might get a job on A Country Practice.



Some people have enough padding to camp on stony ground without a sleeping mat, but most use some sort of insulation from cold and lumps. Karrimat was the pioneer in the field and had it virtually to itself for a while. These days there are lots of others but the Karrimat is still reckoned to be the best for insulation against cold. I find the disposal store yellow ones better for the rocks which disturb me more than the cold (stony plus bony equals discomfort). The disposal store blue ones I find useless on all counts but the best of all is the Thermarest. This is a cross between an air bed and a foam mat. Foam offers better insulation from the cold because its small cells reduce convection which takes away body heat. Air beds can be very cold, but they smooth out ravines and mountains under you. The Thermarest does both these jobs, with the disadvantages of more

weight, a need for protection from puncture (they don't make a thornproof one) and a price tag of \$60-100, depending on model. But, I have yet to meet a dissatisfied customer. Bliss!

The *International Herald Tribune* reported some years back: 'Belgian cyclist Eddy Merckx captured the Tour of Sardinia today, winning three million lire (\$4,500) and a silver medal from Pope Paul VI, a cycling enthusiast.' And let's face it, you didn't know the pontiff was so quick, did you?



More on the women of the 1890s in the USA: Annie Londonberry, made a 45,000km trip around the world. Fanny Bullock Workman, daughter of a state governor in Massachusetts, spent a decade touring Europe, Africa and Asia with her spouse. Furniture retailers pleaded with young women to stop buying bicycles with their parlor-set savings. And Evadne's Column in *The Bicycling World* explains why a cyclist's life is free of risk: 'Cycling is surely making our women braver every day because a wheel takes them into places where they may observe danger, and the exercise strengthens the nerves so that they are often able to avert danger.'

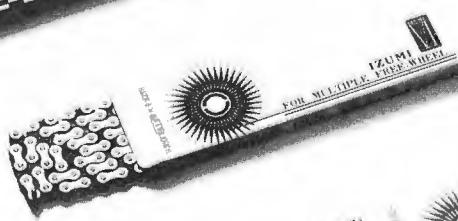
A British man 'who had been celebrating in Northwich did not realise he had stolen a bicycle until he fell off it,' the magistrates were told. Now there's a lert.



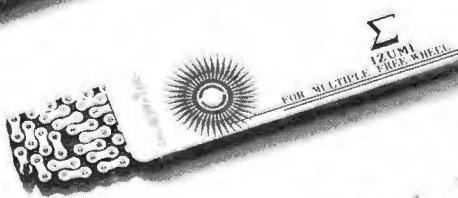
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The town of Bhaktapur in the Katmandu Valley with the magnificent peaks of the Himalayas rearing up in the background. Photo: Trevor Strickland.

The Himalayas on Wheels

Australia is the flattest continent on Earth. Our mountains are little more than ripples on an ancient landscape. For lack of mountains, the downunder version of the mountain bike has been renamed the "all terrain bike" or ATB. Yet no matter how well the ATB may perform on Australian bush tracks, like the Man from Snowy River it is "mountains-bred".

The choice of destination for an authentic Mountain Bike tour was not difficult. Trevor Stickland explores the land where mountains are MOUNTAINS.

Kathmandu Airport and the first incredulous inspection of western 2-wheeled technology: 'How can cycle be so light? Amazing!' The

customs officer was more accustomed to cumbersome Indian machines.

Wheeling through the unlit medieval streets of Kathmandu was

like being time-warped to the Middle Ages: dim cobbled lanes disappearing into the gloom, shadowy figures huddled around smoky fires, the eerie tolling of a distant bell. We were strangers in a strange land.

However the cheery welcome of our hotel-keeper soon put us at ease. The open-hearted hospitality of the Nepalese people was to be one of the highlights of our month-long adventure.

Our first adventure in the Kingdom of Nepal dawned clear and fresh. Rearing majestically into the hazy northern sky, the Himalayas beckoned us. Yet we had no ambitions to be cycling mountaineers. We would be content to gaze in awe from the

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valleys far below the snowy peaks.
Ours was to be a cycling holiday.

Until Nepal hesitantly opened its doors to the outside world in the early 1950s there were no roads, just village trails and mountain paths. The Indian Army Engineering Corps completed the first road link with the south in 1956, although nowadays through-traffic bypasses this hilly but picturesque route. Our most common fellow travellers were on foot, goat-herders and wood-cutters. Bicycles are almost unknown in the hill country. Children would often call in glee: 'Ghora! Ghora!' . . . 'Horse! Horse!'

With a population similar to Australia's and precious little arable land, Nepal suffers widespread poverty. But even in the worst squalor her children have not forgotten how to laugh and play. We can learn much from our Asian neighbours.

As we pedalled higher through the terraced fields of the hill country, the Himalayas seemed to grow taller and grander until they filled the whole northern horizon. A 300 kilometre arc of dazzling peaks: Dhaulagiri, Annapurna, Manaslu, Ganesh Himal, Langteng, Gauri Shankar, Everest, Lhotse.

Turning our backs on the mountains, we cycled south — India lay

somewhere down in the haze. Countless hairpin bends would lead us to Royal Chitwan National Park, home of rhino, tiger and leopard.

The first hazards encountered in the jungle were gross and steamy. Once again we were glad of our Mountain Bikes. Skinny tyres would soon have become hopelessly 'bogged'. No need to be Harry Butler to deduce that elephants had passed this way.

Elephants proved, in fact, to be more appropriate transport than bicycles for wildlife safari. We had no desire to become meals-on-wheels for a hungry Royal Bengal tiger. Aussie cyclists were definitely off the menu.

However the lure of the mountains would not be denied. Soon our route turned north towards Pokhara and the beckoning Annapurnas. The road is an engineering marvel carved from the sides of the Trisuli and Marsyangdi gorges. Far below intrepid whitewater rafters could be seen tackling the snow-fed rapids.

Pokhara marked the end of our Mountain Bike tour. After relaxing by the tranquil waters of Phewa Lake for a day or two, all were eager to take to the mountain trails on foot.

★ During the North Queensland wet season (summer), Trevor Strickland of Tropical Bicycle Odysseys leads Mountain Bike tours in Nepal.



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Melbourne's Maddest ride ever

Every autumn the Melbourne Bicycle Touring Club hosts their Michelin Autumn Daytour in the hills surrounding sedate capital of Victoria. This year *Freewheeling's* Warren Salomon went along and was almost sold a used car by a couple of very seedy characters who, as it turns out, were all part of the fun.

What have a pair of used car salesmen got to do with one Melbourne's largest recreational cycling events. I wondered this myself as I, like the 700 others struggled up the gravel Mt Slide road on this years Michelin Autumn Daytour. The Dodgey Brothers (alias Paul Farren and Paul *) I was told had heard about the bike ride. Because of the restrictive Sunday trading laws in the city they had closed up their yard in Richmond and took a day in the country trying to take ten-speed trade-ins on their range of dodgey vehicles.

The Dodgey Brothers stunt was all part of the fun and for this years riders there was plenty to go around. Many of the people I spoke to found the offer to

'trade-in that old heap' a bit of an affront when they were struggling to keep traction and maintain speed up the bumpy mountain road. Still they were quite a picture stuck out in the middle of nowhere with their signs and bunting obscuring the view.

An incident had occurred when the two Paul's were setting up their 'yard'. A local bike rider heading down the hill asked them what they were doing. When he was told the story about leaving Richmond for the day to set up in the country he jumped on his bike and headed towards Yarra Glen threatening to complain to the police about selling cars in a National Park. Fortunately the real boys and girls in

blue didn't investigate - they had been tipped off in advance.

Other stunts were less confronting. One had a woman cyclist with a for sale sign on her bicycle while she swung lazily from a hammock some five metres above in a tree. A sign announcing 'Short cut Ahead' turned out to be a hairdresser offering free haircuts or trim.

Around the other side of the 100 km circuit a bogus Police officer apologised to riders for leaving his blood testing equipment back at the station. He then asked the people who he stopped to blow up party balloons and write their name and addresses on them so they could be contacted later if their breath count was above the legal limit. He was

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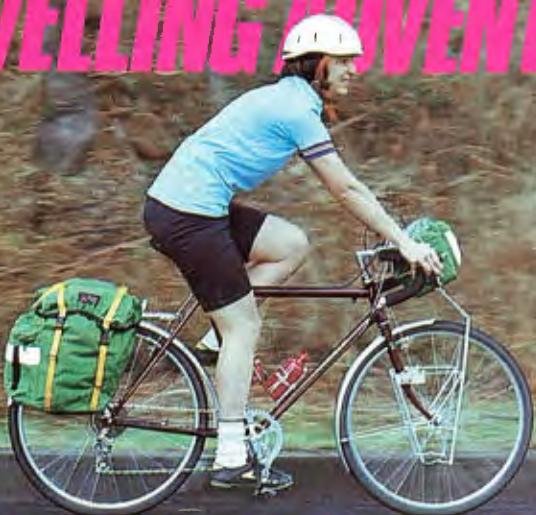
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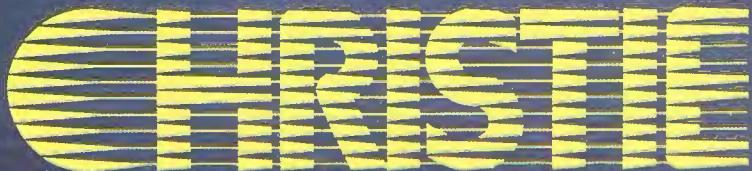
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last seen driving towards the city with a car full of inflated balloons.

Friendly gorillas helped people up hills on the shorter 45 km route and a giant pink elephant welcomed the riders to the check in at Hurstbridge Station.

This years ride took place in fine warm weather with a ripping head wind thrown in to slow the pace early in the day near Yarra Glen.

The MAD ride is the work and creation of one of Australia's most progressive and public spirited bicycle clubs. The MBTC is also one of the oldest and the annual staging of this event is further evidence of their maturity.

The 100 km route is a mixture of gravel and good to fair bitumen. Both circuits have their hills and nearly all of the climbing is done on the dirt. The large number of fat-tyred bikes seen on this ride found the going easy. The skinny tyres didn't do so well. The MBTC are concerned with this event as primarily a touring ride.

One of the most notable features on this years MAD ride was the large number of Great Victorian Bike Ride tee-shirts mostly worn by teenagers. It was obvious from this showing that the GVBR has created an appetite for recreational cycling and even a MAD ride can not satisfy. One GVBR rider I spoke to said he would like to see more of this type of ride so he and his friends could ride with others more often.

The 100 km distance and the hills are sufficient challenge for most - the road surface - well that's what you come across when you hop on to your bike and head off into the bush.

The MBTC provides good support though so far they haven't followed the trend set by major overseas and interstate rides by getting selected bike shops along to provide a repair service. The number of punctures I saw would have justified that alone. On the subject of punctures: the poor condition of the Mt Slide road this year was mainly due to the dry summer and the fact that the council grader had been across it only days before.

Still, for a day out on the road in the open air, this years MAD ride had every thing. Late finishers were even treated to a localised thunderstorm which hit the check-in point near at dusk. No one got lost and all who finished were awarded a certificate admitting them to the Order of the Tired Tyre.

The Michelin Autumn Daytour is run every year in March or early April. Information about the ride can be obtained from the Melbourne Bicycle Touring Club AEA Club rooms, 1st floor, CAE Building, 256 Flinders St., Melbourne. The club meets there every Thursday night and always welcomes new members.



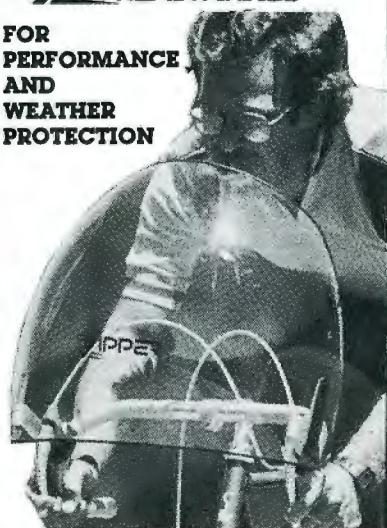
What's so interesting about this group of riders who participated in Bicycle Australia's Tour of the Southern Highlands this Easter? There are equal numbers of men and women in the group which up until now has been a rarity in cycling circles.

In the past cycling events with their macho image only attracted small numbers of women riders but this seems to be changing. This year's TOSH operated to a different pattern with riders carrying their own gear and sleeping in local halls along the route.

The ride this year did not finish in Canberra as the State Rail Authority could not carry bicycles back to Sydney on Easter Monday. The new route was voted a big improvement on the previous rides and will be used in future years. TOSH was the first Bicycle Australia ride to use leaders from its recently announced Cycle Touring and Leadership Programme.

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THIRTY YEARS AT THE TOP



Bicycling the Burnett

An alternative to the big bad Bruce

There's more to touring than slogging it out with the semi-trailers. Between Rockhampton and Brisbane there is the Burnett Highway offering beautiful scenery wonderful people and giant mandarines.

by Kathi Beck

On our tour from Sydney to Cairns, we managed to reach Brisbane via secondary roads with only a minimal amount of cycling on the main highway. We planned to continue to search for alternatives, (especially having met a cyclist from Indiana

who, upon reaching Brisbane from Cairns, pronounced the Bruce Highway 'a nightmare' and decided to give up cycling in Australia — just when he was hitting some secondary roads!)

The Pacific Coast Trail (published in *Freewheelings* 4, 6 and 10) offers a quiet alternative but we did not have much hope for a route north of Brisbane.

We found a road parallel to the freeway from Brisbane to Caboolture, but we had to fight our way along the Bruce past the Glass House Mountains to the Sunshine Coast. (We later read an article vividly describing this section as the deadliest part of the Bruce Highway and felt fortunate that we had escaped with our lives.) Along this stretch we detoured to a section of the new freeway under con-

struction. Although we could only ride it for 5 kilometres, it was fun having a big smooth multi-lane road all to ourselves. This freeway should take some of the horrible traffic off that stretch of the Bruce.

After our brief experience on the Bruce, we decided to detour at Maryborough and ride along the Burnett Highway. The wisdom of this decision was confirmed after meeting a cyclist who had been blown off her bike on the Bruce by a truck.

As we cycled, we found further support for our decision. The road is pleasant and terrain is generally easy, rolling hills. The towns are nicely spaced for buying supplies and taking hot showers. The scenery is beautiful. In addition to the dry, peaceful, typically Australian outback landscape sprinkled with windpumps and old homesteads, the area has some spectacular sights. These include Mt. Walsh Bluff near Biggenden (gorgeously ablaze at sunset) and Cania Gorge outside Monto. Also of interest are the many bottle trees, cactus, citrus trees, cotton plants and the 40° watermelon that the 3 of us stuffed ourselves with and still did not manage to finish.

But we decided that the best thing about cycling the Burnett Highway is the people. The towns along the Burnett route are not visited by many tourists — especially the 2-wheeled push-biked variety. In Monto, within half an hour of our arrival, word had spread and we were instant celebrities. In every shop we entered we were greeted by, 'You must be the cyclists!' We stayed the night and spent all the next morning trading stories with the local old men sitting outside the shops. When we finally pedalled off, a crowd had gathered and waved goodbye. We found other warm receptions including a welcome cup of tea as we stopped at Dulu while a tennis match was in progress and a gift of bananas in Mount Morgan on a Sunday when fruit could not be found in any of the few open shops.

All in all we felt that although the Burnett Highway may add distance and a few hills to the journey compared with the Bruce Highway, the lesser traffic, the people and the scenery made it definitely worth the extra effort. The Burnett is a wonderful experience made for cyclists.

Tour Details

Maryborough to Biggenden 84k

Terrain: Rolling hills

Stores: Maryborough, Browneena,

Biggenden

Camping: Maryborough, Biggenden

Special Attractions: Mt Walsh Bluff near Biggenden, Botanical Gardens and Fernery in Maryborough.

Biggenden to Gayndah 64k

Terrain: Flat & rolling hills

Stores: Coalstoun Lakes, Biggenden,

Ban Ban Springs (petrol station), Gayndah

Camping: Biggenden, Gayndah

Special Attractions: Big bottle tree at school at Coalstoun Lakes, Mineral spring at Ban Ban Springs — junction of Isis Highway & Burnett, Big Orange in Gayndah (one of the many 'Bigs' Queensland is obsessed with)

Gayndah to Eidsvold 80k

Terrain: Gradual hills then 16k from

Gayndah big long hill (rumoured to be deepest red soil deposit in world) then rolling.

Stores: Gayndah, Munduberra (2k off Highway), Eidsvold, fruit stands along road.

Camping: Gayndah, Munduberra, Eidsvold.

Special Attractions: Big Mandarin at Munduberra

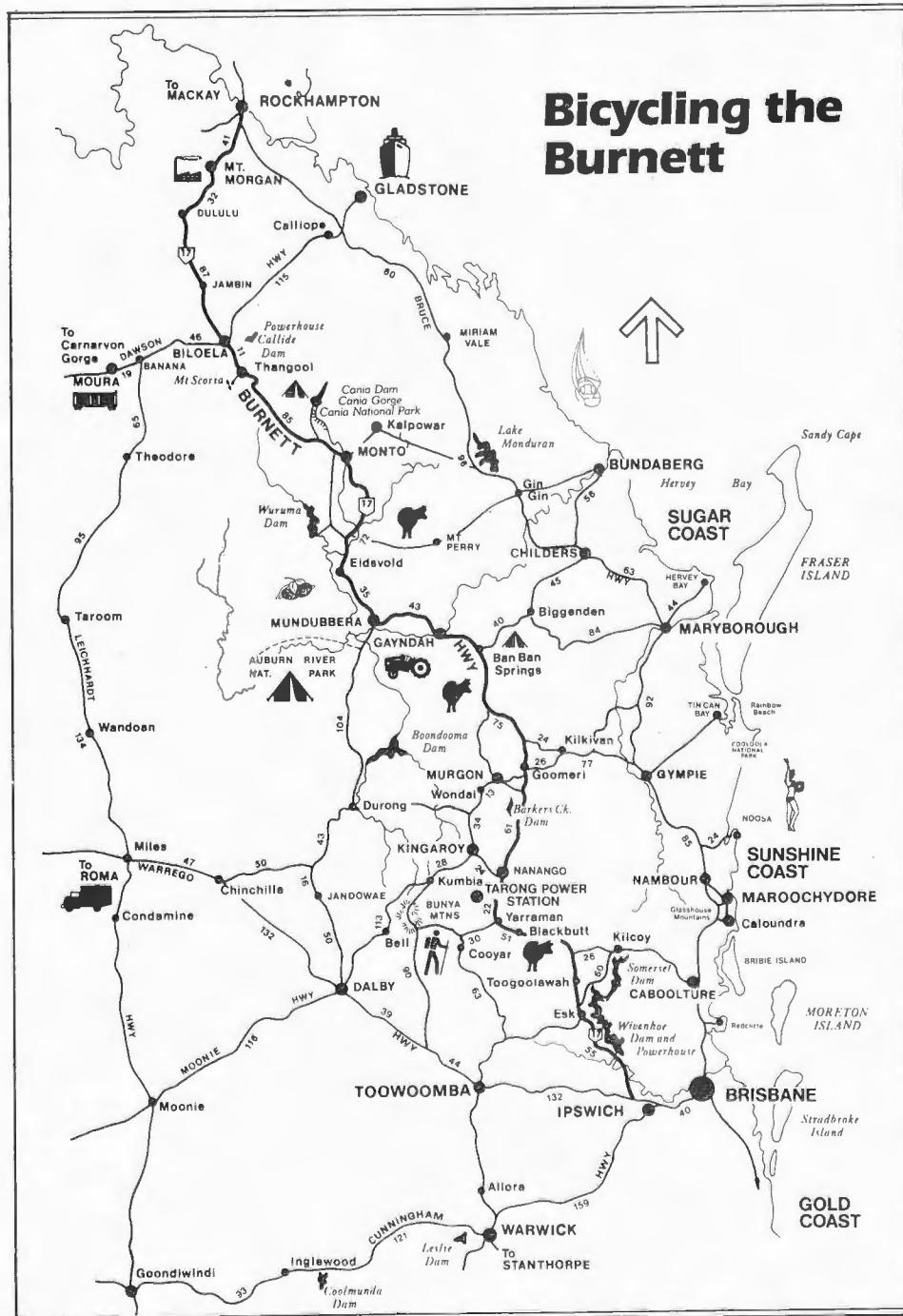
Eidsvold to Monto 65k

Terrain: Fairly flat, some rolling hills, some easy hills just before Monto.

Stores: Eidsvold, Monto, Mulgildie, maybe Abercorn

Camping: Eidsvold, Monto.

Special Attractions: side road through Abercorn — quiet — turnoff 19k from Eidsvold, Abercorn is where first still-existing lung fish sighted.



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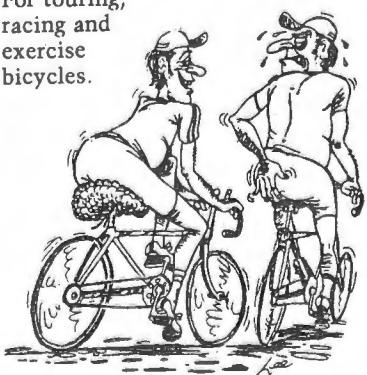
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Monto to Biloela 93k

Terrain: Long hill 14k past Monto.

Rest area not quite at top. Great downhill, flat, gradual uphill, then big downhill and flat to Biloela.

Stores: Monto, Thangool, Biloela.

Camping: Monto, Cania Gorge (primitive), Biloela

Special Attractions: side trip — Monto to Cania Gorge 25k — scenic gorge, bushwalks, camping.

Cotton fields just before Biloela.

Biloela to Mount Morgan 107k

Terrain: Flat to Dixalea, small hills to Ululu then rolling and some steeper climbs before Mt Morgan. Three hills through town of Mt Morgan.

Stores: Biloela, Jambin, Dixalea, (pub at Dululu), Mt Morgan.

Camping: Biloela, Mt Morgan (in park at reservoir)

Special Attractions: Mt Morgan mine — largest open cut mine

Mount Morgan to Rockhampton 38k

Terrain: 6-7k hills leaving Mt Morgan, great winding downhill flat to Rockhampton.

Stores: Mount Morgan, Rockhampton

Camping: Mt Morgan, Rockhampton

Special Attractions: nice lookout 7 or 8k from Mt Morgan over valley to Rockhampton and the coast.

sojourn in Brisbane, we arrived somewhat train-lagged in Rocky.

Blue skies and Flo hats, tropical palms and wide country streets welcomed us in this Tropic of Capricorn town. To my surprise there were no dangerous crocodiles roaming the streets and I was assured we could camp by the Fitzroy without fear of ending up a croc's dinner.

The locals were friendly and it felt great to be on the road again. This was the start of 12 days of cycling Highway 17, which amongst others offers such tourist delights as open-cut gold mines, dyke caves, musical rocks and enormous mandarins. The route is easily ridden and is recommended for both new and experienced tourers. The road surface is tar throughout and is well maintained. Apart from reasonable hill climbs on the outskirts of Mt Morgan and Monto, the road leading south is flat pastoral and crop land. For the city slicker the sight of the cotton harvest and peanut crops is certainly a new one.

After Tansey the road narrows some and crosses the ranges culminating in the drop off Blackbutt Mountain. This section is not covered in the previous article as Kathi Beck joined the Burnett Highway north of Tansey. On this section the traffic becomes heavier, the trucks more evident and the towns more frequent the closer you get to Brisbane.

This of course is only to be expected and the route still makes for interesting and pleasant travel. In my opinion it is a far superior choice to dicing with death on the Bruce.

Apart from communing with nature, meeting loads of locals, and generally having a good time, much research also took place. Information was gathered concerning all areas of interest to a cyclist, including accommodation, availability of food and general supplies, local history, spots of interest, road and climatic conditions, bicycle repair shops and warnings on cycling dangers, such as the existence of caltrops, better known as puncture vines, which occur further north. All of this and much more will be available in book form in the near future, so if you're thinking of heading north I can recommend it.

The Capricornia Cycle Trail is one of a network of trails across the Australian continent presently being developed by Bicycle Australia. The first published guide will be the Pacific Coast Trail (Brisbane - Sydney) and should be available late this year.

Helen Smith

Bicycle Australia offers this country's only touring information service which includes all information published so far on touring routes in Australia. For contact details see their advertisement elsewhere in this issue.

Bicycling the Burnett — another story

Cycling the Burnett from Rockhampton to Brisbane is, like all cycle tours, a memorable experience. Being a Sydneysider and having had little opportunity in the past to venture too far over the Queensland border I lunged at the chance to research the trail for the forthcoming guide to be published by Bicycle Australia.

Basically, I view cycle touring as a primer for fitness and pleasure, a nice alternative inexpensive way to travel and a great way to explore new regions. However I am not a fanatic and the number one aim is to enjoy. With this in mind, I collected my tools of the trade, bid my farewells, and armed with my How to Survive in Queensland manual, jumped a train north. Seventeen hours later after a brief



THE FAT TYRE FANATIC



The Wilderness Bicycle Trail

If you have ever ridden a bicycle from Sydney to Brisbane on the Pacific Cycle Trail you will have noticed how little of it is through forest. Australia the continent has always had a sparse covering of trees but since the arrival of the Europeans the forest has been reduced even further.

In most areas the forest remains due to the rugged terrain while in others it survives as managed areas of State Forest or National Park.

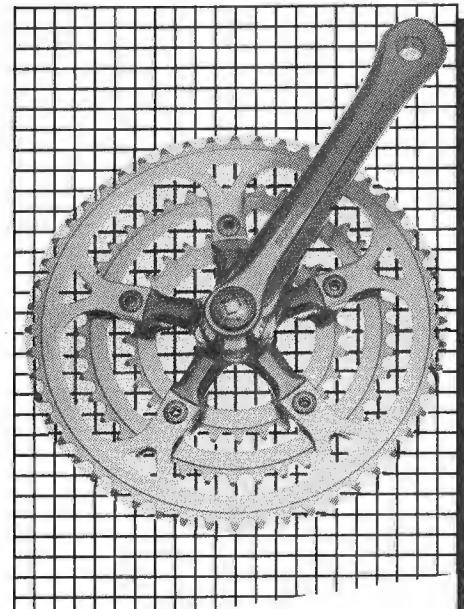
Along the Great Dividing Range lies the only continuous sections of forest in the eastern part of the continent. The countryside there often clings to its cover of trees because it is difficult for people to get into to clear for agriculture, mining or grazing.

If you wanted to ride a bike from Melbourne to Brisbane keeping to these more remote regions you would need to go on fat-tyres. But is it possible?

When work was begun on the Pacific Cycle Trail no one asked whether it was possible we just started to look at maps, ask questions and go for rides until a route had been found that satisfied our criteria. A forest trail will be found in the same way.

The aim would be to keep off all-weather roads where ever possible and that would present supply problems for any one riding the route. Mostly the route would follow the crests of mountain ranges but always keeping to the forest: hiding in some National Park.

Lets begin. In the north it's easy except entering Brisbane from the MacPherson and Main Ranges is a problem. A route exists using fire trails through State Forests from the headwaters of the Richmond River south to the Hunter River valley. This trail passes through some of the most beautiful wilderness areas in the state.



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With this issue illustrator and cartoonist Don Hatcher becomes part of the long established Freewheeling tradition of giving readers high quality illustration and design. Don's cartoons have appeared in the New Zealand magazine Southern Cyclist and the US Bikemonthly's Bikereport. Don lives in Australia and was a recent victim of fat-tire fever. By the look of what's in store for readers he may never recover.

In the south a route exists once again utilising fire trails from the back of Melbourne up through the Snowy Mountains to the Illawarra. The stretch between the Hunter Valley and the Illawarra region contains some interesting tracks but joining them up and finding enough forest will be difficult.

Criteria for a Wilderness Bicycle Route or Six Shoulds for the Tree Trail

1. The route should not use all-weather roads.
2. Highways should be crossed in one location and preferably at right angles.
3. Towns of over 500 people should be bypassed.
4. Supply points should be no closer than five riding days with packed bicycles.
5. Major starting and finishing points should be accessible to public transport.
6. Drinking water should be readily available along the route.

At present it takes about fourteen days travelling at an average of 60km per day to ride the Bicycle Trail between Brisbane and Sydney and a similar time between Sydney and Melbourne. Considering the harder terrain and rougher roads an average of 30 km is closer to the mark. If this is the case it should be possible to cycle between Sydney and Brisbane say in about six weeks allowing for sufficient rest days. Anyone interested?

Aztec brake blocks

Smooth and efficient braking

These new brake pads deserve a mention in the Fat-tyre section though the advantages of good braking are of interest to all kinds of riders. The Power Pads are moulded around a strong aluminium frame and have well designed channels for removing excess water in the rain.

The pads give equal performance to the best pads I have tried to date (Shimano Deore XT) with the added advantage that they don't trickle black compound down your frame and forks in the wet. The pads are wider than normal and will use to maximum effect the generous braking surface of most alloy 26 inch rims.

There are two types sold for cantilever and a caliper style brakes. The caliper type has the excellent feature of full adjustability. No longer will you have to bend in the pads to fit your rims and no longer will you have to put up with that terrific squeal while your pads wear into the rim profile.

The adjustability comes from the cam washers supplied with the pads. Its good to come across a product that works so well.

If you have some ideas then drop the Fat-Tyre Fanatic a line. If you are interested in leading an exploratory trip in your holidays then tell me so I can pass the word onto other fat-tyre fanciers. There is no prize for the first person or persons to ride this mythical trail just a lot of fun for those who do it. And a lot of fresh air from all of those trees.

The trail when complete will need to be marked and documented and the Bicycle Australia organization has offered its considerable expertise in this area as a consultant. The route would have a unique tourist potential as the trend in 'adventure holidays' continues.

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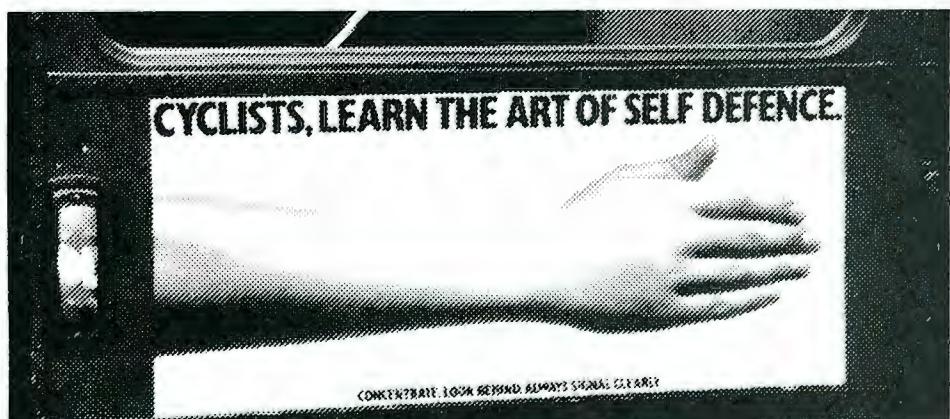


Blind cyclist to Masters Games

Toronto and France are the twin destinations for blind Caulfield (VIC) cyclist Alan Bates who has been selected to compete in the inaugural Masters Games. Alan plans to ride his tandem (with sighted rider on front) in a special prologue to this year's Tour de France for blind tandemists.

The Prologue is a three day event in four stages and Alan will compete in a

The Ministry of Transport in the UK is trying to raise public awareness of cyclists with a series of posters which will appear on the backs of buses and on the huge 48 sheet advertising hoardings in the big cities. Other ads in the campaign are aimed at motorists and read, 'Watch out for cyclists' and 'Give cyclists more room.' One hopes the message gets across without incident. Some motorists are likely to swerve dangerously when presented with such startling revelations. Most London drivers accept the fact that people ride bikes... but give them room...heresy!



big field composed of riders from 24 countries.

Alan's recent success in the National Blind Championships where he was

placed second in the 16 km time trial qualified him to join the five man team to travel overseas. The big problem facing the team now is to find the necessary funds to complete the trip.

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	52	47	30
14	100.2	90.4	—
17	72.6	74.5	—
20	70.2	63.4	40.5
24	58.5	52.6	33.7
28	—	45.1	28.9

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Australia Awheel

A regular section of news and information across the nation

NATIONAL

House of Reps Committee calls for submissions

The new chairperson of the Transport Safety Committee of the House of Representatives, Elaine Darling MP is calling for submissions from interested bodies and individuals on aspects of road safety and in particular bicycle safety helmet use. The committee is continuing its inquiries started in the previous Parliament under the same terms of reference. Full information for interested groups can be obtained from: The Secretary, Standing Committee on Road Safety, Parliament House, Canberra ACT 2600.

Australian Cycle Trails is no more. The organisation has not bitten the dust,

just changed its name to Bicycle Australia. The old name caused confusion. The new one should give a clearer indication of the organisation's purpose and direction. Some non-cyclists thought the old name meant something to do with motorcycles because they couldn't conceive of people riding long distances under their own steam.

Cyclists in Australia will soon have two more trails. Bicycle Australia is researching the Capricornia Bicycle Route from Brisbane to Rockhampton and will have a guide published in a few months. The Great Ocean Bicycle Route is being researched and is expected in print by spring. This route connects Melbourne and Adelaide.

The publication of the two routes will give cyclists a pleasant, safe route from Rockhampton to Adelaide. They and the two routes connecting Brisbane to Sydney and Sydney to Melbourne are part of the route which will circle Australia in the next few years. They

will be among the routes used by the bicentennial rides proposed by Bicycle Australia for 1988.

These rides are the subject of a series of submissions to the Australian Bicentennial Authority. A decision on the proposal is expected before the end of this year. The idea was first proposed to the minister responsible for the bicentennial more than six years ago by Ron Shepherd. Ron was one of many Australians who took part in Bikecentennial, a ride from the west coast of the USA to the east coast to celebrate the bicentenary of the American Revolution.

Thousands of people from all over the world joined the locals. Bicycle Australia plans to bring thousands of overseas cyclists in to join many thousands of Australians to mark 200 years of European settlement. Bicycle Australia will keep you posted, watch this space.

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700x28			250
27x1 1/4			280
700x32			280



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Competition Winners

Bicycle Australia (formerly known as Australian Cycle Trails) is pleased to announce the winners of their competition conducted on the Caltex Great Victorian Bike Ride. The competition was open to people who filled in a survey form. The results of the survey are being analysed and will be used to determine the format and type of guide books provided by us for touring cyclists. The prizes were a Bell

Tourlite helmet, a set of the new Hantrade rear panniers and a two-year subscription to *Freewheeling* each for the first and second people to be drawn out. These prizes are worth about \$140 each. The third prize was a set of Hantrade Utility panniers which mount front or rear and a two-year subscription to *Freewheeling*. The third prize is worth about \$55. Bicycle Australia thanks Hantrade and *Freewheeling* for their generous

donations. First prize winner was Leigh Walter of Ferntree Gully, Victoria. Second prize went to Anton Delecca of Bendigo, Victoria and third prize was won by Virgil Tracey of East Camberwell, Victoria. Congratulations to Leigh, Anton and Virgil and thank you to all who filled in surveys.

VICTORIA

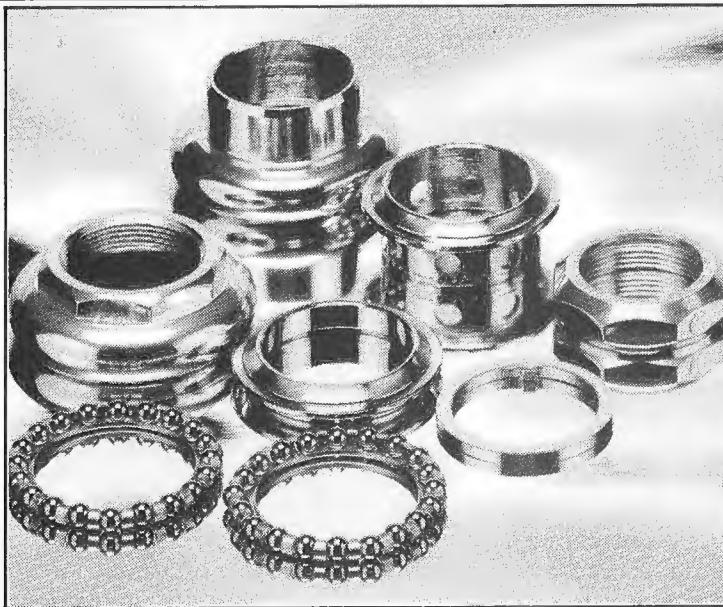
Melbourne Bike Week

Though nothing has been said publicly there is a private feeling in Victoria that the present concept of Bike Week may have had its time. The first Bike Weeks were organised in the seventies by that formidable trio Keith Dunstan, John Drummond and Alan Parker. Towards the end of the seventies the idea died for a while only to be picked up a few years back when the State Government started to take an active part in the encouragement of cycling.

This year the organizers showed that the idea has not yet exhausted all of the

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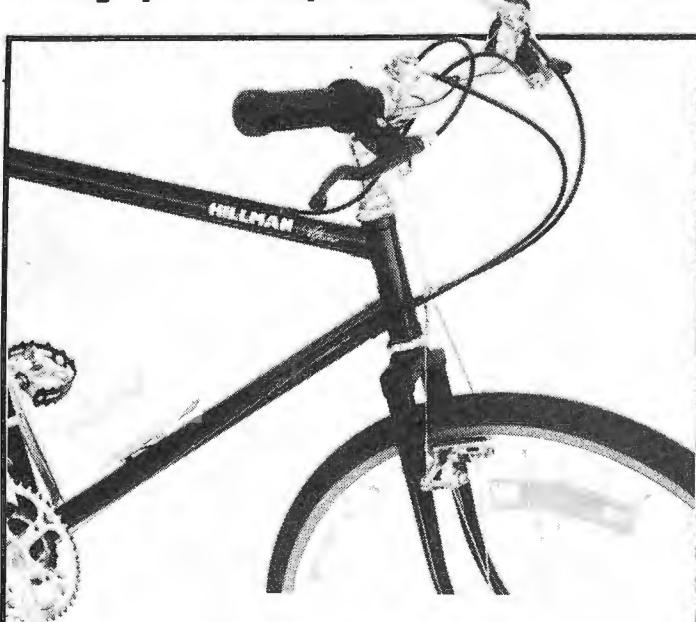
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Art imitates life and life imitates art. Anne Booth (right) a nursing Sister at Melbourne's St Vincents Hospital took part in this years Moomba parade looking very much like a recently issued postage stamp. Anne was part of a larger group from the Vintage Cycle Club which entered over 30 machines in the parade. All of the riders wore period costume. Anne's bicycle was from the collection of Paul Farren. Photograph: Ron Shepherd.



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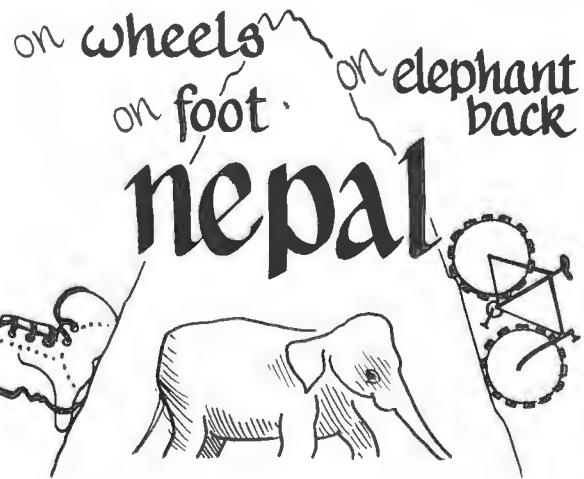
possibilities though some events are showing signs of wear.

The big highlight was new event: the Repco Melbourne City Criterium which attracted thousands of sandwich munching crowds on a fine sunny day.

The regular City Square exhibits and demonstrations still managed to attract a steady flow of onlookers though by the end of the midday lunch time rush the numbers had dwindled. Part of Paul Farren's remarkable collection of vintage and antique bicycles was once again put on display. Bike Week is the only time the public gets a chance to see sections of what must surely be Australia's finest private collection.

Commuter day attracted its usual band of stalwarts eager for a breakfast of eggs and muffins. Numbers were up on previous years but many thought that it is probably now time to revamp this concept before terminal boredom sets in. The media have certainly lost interest.

The Commuter Day concept world wide has been flogged to death. What needs to be done if the idea of commuting to work on a bicycle is to be accepted by more people is for the



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organizers to start well in advance and arrange for office groups to be introduced to the idea as part of a program. The ride on the day could then be likened to a celebration at the end of a course. Multi mode commuter races could also be held with each of the competitors sponsored and built into a substantial promotions exercise.

Other events this year went well. The Michelin Autumn Day Tour which ended the week attracted a big crowd of 700 a good increase on last years numbers (see story elsewhere in this issue). A seminar of Local Government Engineers held in the city on the Friday was a huge success with a bigger attendance than expected. The occasion was used by the State Bicycle Committee to launch its new bike facilities planning manual. A bush dance held towards the end of the week attracted only small crowds though the bikers who did go had a good time of it.

What ever happens next year Bike Week is still an excellent focus for bicycling in Melbourne. Perhaps the SBC should consider taking their show on the road as a better way of staging a truly Victoria-wide bike week. Apart from only a few events the bulk of

activity centres on Melbourne. And the bicycle industry still does not recognise the occasion. Though some companies do participate there is still no overall feeling of, 'we are all in this together to promote cycling.'

Perhaps it is time to look beyond this parochial presentation of bicycling and its assets and develop a National Bike Month. The NSW government and the two major state bike advocate groups combined well to produce their first bike week last year. It would be good to see spread of ideas and common goals

spread across State borders. Many ideas on the Engineering, Enforcement and Education already have. Its now time the Encouragement people started to work together too.

Cyclists' Accommodation Directory

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

To be included please send your name, address, and phone number, with an indication of where you live e.g. 7 km SE Melbourne GPO. Please enclose a self-addressed, stamped 230x60mm envelope for your copy of the Directory.

The Directory is printed and distributed privately and a \$2.00 donation to defray costs would be appreciated. Send to:

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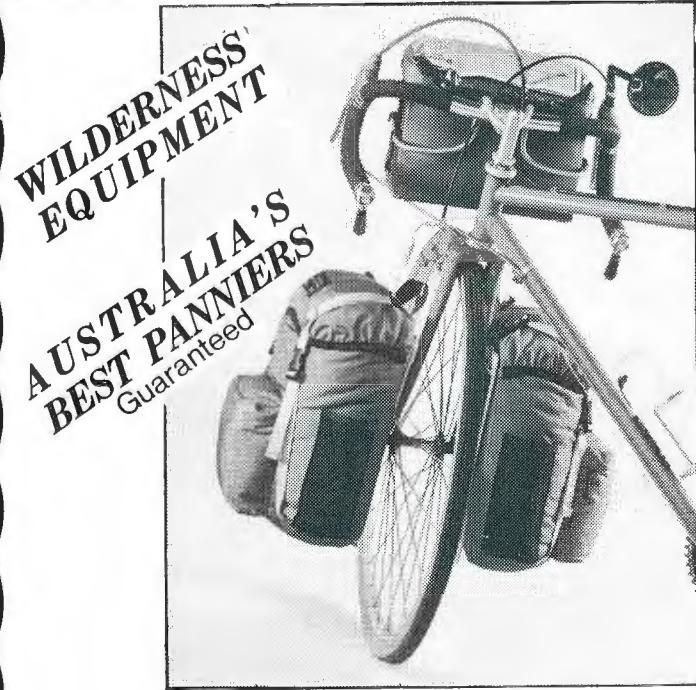


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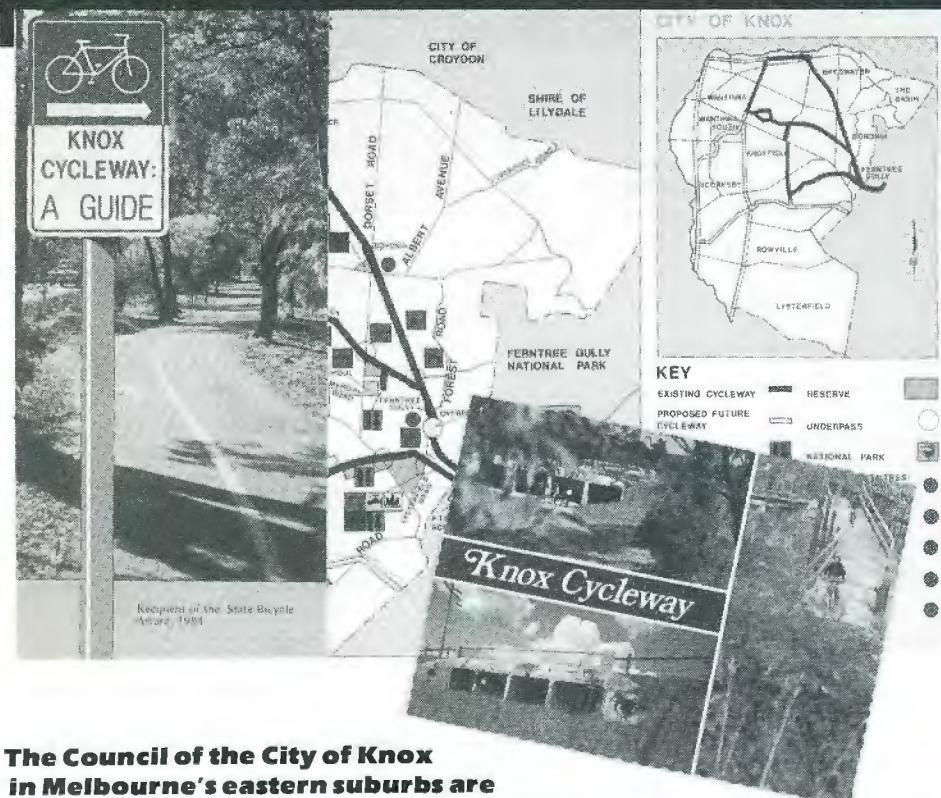
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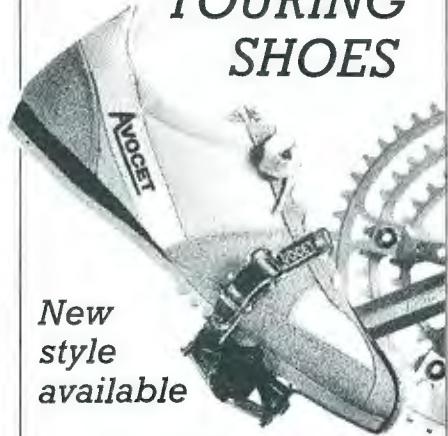
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The Council of the City of Knox in Melbourne's eastern suburbs are proud of their extensive cycleway network. To spread the word and to give visitors and residents more information about the many routes in the network they have issued a coloured brochure and map. Picture postcards have also been printed. Copies can be obtained from the Knox City Hall.

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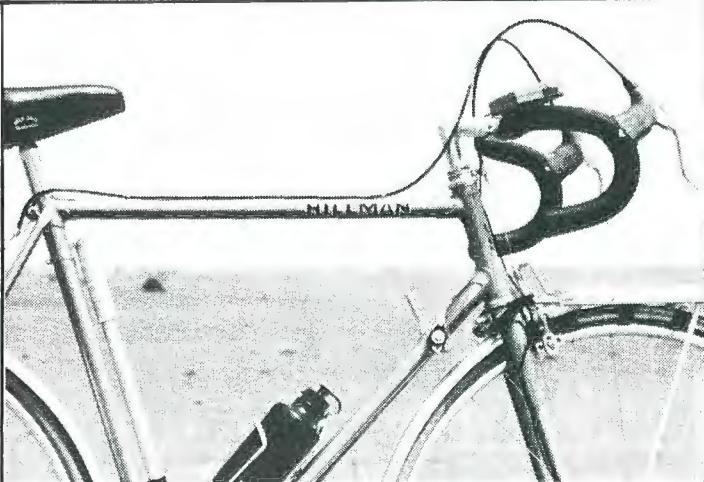


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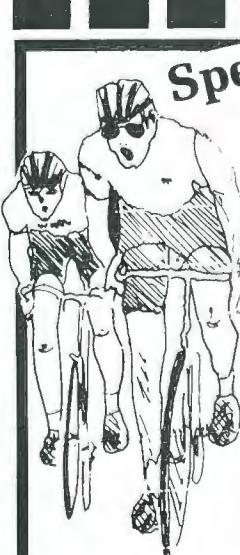


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Cyclists on footpaths?

A dangerous time lies ahead for South Australian cyclists if the Government legislates for dual use of footpaths. The danger comes not from

the traffic but from the anti cycling interests in the Government who would sooner see bike riders off the roads entirely.

The Transport Minister Mr Abbott cited reduction in cyclist accidents as a



A biker always travels on their stomach. This rider was determined not to lose energy due to starvation.

reason for consideration of the new laws.

In the mean time the Government is pressing ahead with its Bikeplan for Adelaide which contains a number of contentious separate bikeway proposals. Adelaide's streets are ideally suited to cycling and that city has one of the highest rates of usage in the country.

Adelaide bike user groups have expressed concern at the Government's ideas saying that with the Road Traffic Board's attitude to cycling they could well find themselves banned from certain roads as a result. Bicycles are vehicles and have no place on footpaths. The Government move is seen by some as a smoke screen to obscure the real issues of vehicular cycling.

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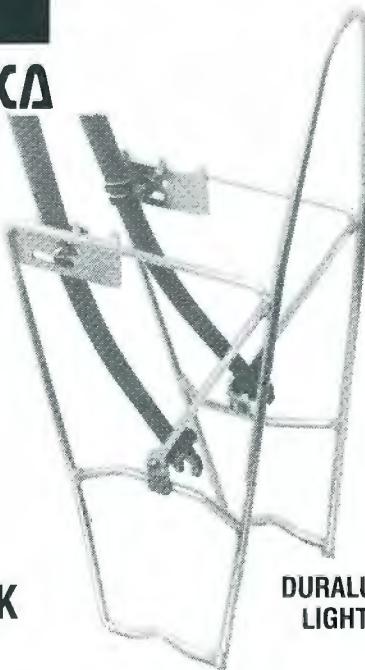
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QUEENSLAND

Following on the success of the Queensland Bikeplan Conference held last year moves are awheel to form a group which will articulate the concerns and needs of bicycle users at every level of Queensland government.

The organizing committee from the conference is holding a meeting on Friday May 31 at the Lecture room D, Institute of Technology, George St., Brisbane at 5.30pm. The purpose of the meeting is to discuss the most desirable structure for such a group and will call for interested people to participate in a sub committee structure to be set up at the meeting. The areas that these committees will deal with are: Safety education and enforcement; Engineering; Bicycle routes; Publications and Promotions.

At this meeting the Bicycle Institute of Queensland will also hold its Annual

General Meeting as part of the occasion and its current President Dr Dennis Minson will provide a brief history of its activities.

The new group will also consider the invitation from the Bicycle Federation to represent the interests of Queensland's cyclists by becoming a member body.

For further information the Secretary of the Conference can be contacted at PO Box 315 Ashgrove QLD 4060.

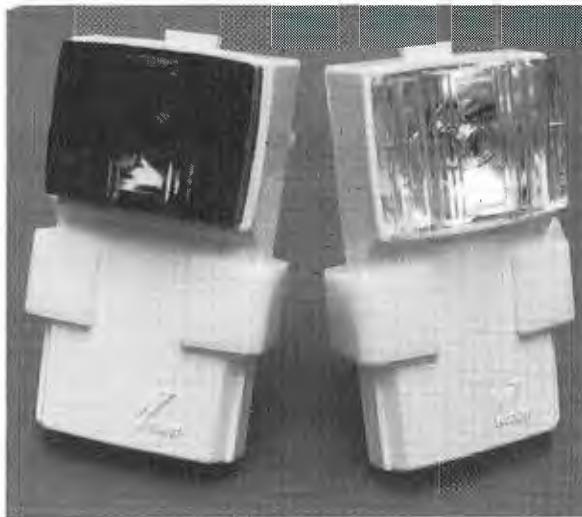
PERTH

Perth Bike Week

West Australia's first ever bike week was held recently at the end of March. The events consisted of displays of the Perth Bikeplan at the Concert Hall, public discussions with the Bikeplan team, the National Heart Foundations Cyclethon around the river and Kings Park and a Bike to Work Day held simultaneously in Perth and Fremantle.

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Book Review



Collecting and restoring antique bicycles

G. Donald Adams, TAB Books Inc. The 'nuts and bolts' of Bicycle History are told in a new book entitled *Collecting and Restoring Antique Bicycles* by G. Donald Adams. In Australia an interest in bicycle history has recently been kindled by Jim Fitzpatricks' many articles in *Freewheeling* and his superb book *The*

Bicycle and the Bush. Jim concentrates mainly on post-1890 developments, largely socially related to the introduction of the bicycle in its present form, whereas the book under review takes a completely different approach to the cycling era using a predominantly technical point of view.

At the present time we are undergoing rapid technological change particularly in the computer industry but one hundred years ago the excitement was in the development and production of bicycles and tricycles of every

This review was written by tandem columnist and bicycle collector Paul Farren some months ago. We didn't print it at the time as the book was no longer being imported into this country. Since then copies have now begun to reappear of this excellent book. Ed.

conceivable description. Weird and wonderful machines flowered for a day, were superceeded and forgotten. Machines (which to our present day eyes) would have no practical hope of success were marketed and amazingly bought and used. Distances cycled increased by leaps; the records fell daily over measured distances; the competition between manufacturers was intense. All this is systematically documented in this 400 page paperback by a man who is curatorial consultant for one of the best collections of antique bicycles in the world at the Greenfield Village-Henry Ford Museum.

Hobby horses, boneshakers, high wheelers, solid and pneumatic tyred safeties, are described in a logical transition through the years. To my delight he spends much time on odd-ball machines with plenty of technical detail to aid the amateur bicycle historian build an idea of the industrial expertise of the various eras of cycle production. Certainly the book is a 'must' for the ancient cycle collector and restorer (of which I am one I should add — hence the enthusiasm) but it is also for anyone just interested in old bikes, their development and transition. Judging by the incredible wealth of detail G. Donald Adams is obviously an 'old bike nut', but he has managed in a characteristically American manner, to organize the material such that it is readable from start to finish and yet can be used rapidly as a source book for information retrieval. The only criticism would be that the American slant on bicycle history means many wonderful European machines are poorly described or overlooked. This is especially true of his chapter on *Ordinaries*, and is particularly significant to us in Australia as machines here are usually from the British stable. Many British machines are misleadingly listed under the addresses of their American importers in Appendix B.

The detail on actually setting about a restoration is designed for the beginner and is invaluable but is only a minor section of the book. He describes the history of, and how to communicate with the major organisation of ancient bicycle enthusiasts. I now receive several interesting newsletters from the U.K. and U.S.A. from the addresses given.

The history of technical bicycle development cannot be adequately dealt with by one book, but in view of the superb job done by Mr. Adams together with the generous number of illustrations, I would heartily recommend this book as a good start.

Paul Farren

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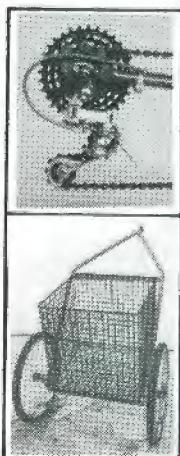
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SPORTS SCENE



Repco Criterium the buzz of Bike Week

The city criterium concept received a big boost recently with the staging of the inaugural Repco Melbourne City Criterium run as a major event in the Victorian Bike Week celebrations.

It took Bike Week Organizers a lot of work to talk resistant sections of the community into allowing the race to take place in the centre of Melbourne but if the response from the large lunch time crowds was any indicator the event was a huge success.

The only dissent came from the middle levels of the Police Force who are against any disruption in the CBD at any time by any group. In the end a city block comprising of Flinders Lane, Russell Street, Collins Street and the 'home straight' in Swanston Street was completely cordoned off with double barricades and the State Bicycle Committee provided marshalls to completely monitor the circuit. The result was an exciting hour of world class bike racing with professional rider David Allen winning the race one and a half laps ahead of the rest of the field.

The city criterium is rapidly becoming one of the more spectacular events in the world of European cycling. The Kellogg's series in the UK attracts big money and big name riders to a series of races in major city centres each northern season. The criterium is an exciting type of event to watch. It is usually possible for spectators to see most of the action and television

Above: David Allen heads the field into Collins Street having lapped his major contenders in the one hour race. Below: the scene further down Collins Street could have been repeated anywhere in Europe as lunchtime crowds watched the Criterium from civilised vantage points.



producers to package the entire race for the viewers at home.

The tight confines of city streets means that the riders skill is tested to the limit if they are to gain an edge over their competitors. The Melbourne course with its short section of cobble stones in Flinders Lane was considered

by the riders to be a demanding course but certainly not dangerous.

During the race the police officers assigned to the area expressed their approval of the way in which the event was conducted. One wonders if the brass who objected were even in attendance.

In Adelaide later this year the streets of that city will be closed off to a much more dangerous and disruptive (though very spectacular) sporting event an International Formula One Grand Prix race. The government and citizens of that city realize what a boost to tourism such a race will produce and are pulling out all stops to prepare for the event.

Imagine a world class criterium field (including our own Phil Anderson and European big names) competing in closed circuit events held in the six major Australian cities. Apart from the international TV coverage what would that do for our fledgling sport here?

The community needs such events and the work done by Bill Dix and the State Bike Committee of Victoria will hopefully pave the way for some exciting future developments in the exciting world of the city criterium.

Panorama Pedal 600

One of Australia's most interesting road races is held each year on the Mt Panorama Race Circuit outside the central western NSW town of Bathurst. The race is run over four days and is contested by teams of two riders riding for a total distance of 600 km.

The event is unique in that it is open to non club riders as well as those affiliated to the Amateur Cycling Union.

This years race was run in poor conditions on 24-27 April. Temperatures at one stage during the day were down to 9 degrees and rain was a constant problem for the twenty teams of riders competing.

Winners of the 1985 event (the seventh annual) were: Mark Windsor and Jim Burke from Bathurst with a time of 23hrs : 13min, 2hrs off the race record. Bathurst riders also took the second place. Mark Skrivins and Gary Taunton finished close behind the leaders in 23hrs: 27min. Third place went to Steve Wickham of Sydney and Brett Casey from Gosford three times winners of the event. Mark Windsor won the time trial in 11min: 39.8 secs. The lap record stands at 11:10.5.

Next year the event will probably be renamed the Panorama Pro Am in its efforts to attract a major sponsor. Race organizer Martin Whitley says that the race in its present form brings a lot of people into the sport of bike racing. With its open format beginners can easily experience what road racing is all about before they make up their minds to join the club of their choice.

The event now receives good support from the Bathurst community.

Commonwealth Bank Cycle Classic

Australia's biggest and most prestigious road race is also one of the worlds newest. The Commonwealth Bank Cycle Classic is run each year in early October between Brisbane and Sydney. The event is now in its fourth year and will once again attract teams from the major cycling nations of the world.

The Classic will start in Brisbane on October 5th with a prologue criterium and finish at the Coogee Bay Hotel in Sydney nine days later. Last year the race made local history by the media attention it attracted. The ABC sent its

own crew complete with a helicopter to follow the race and file nightly reports for its national news. SBS and the commercial channels also covered the 13000 km event.

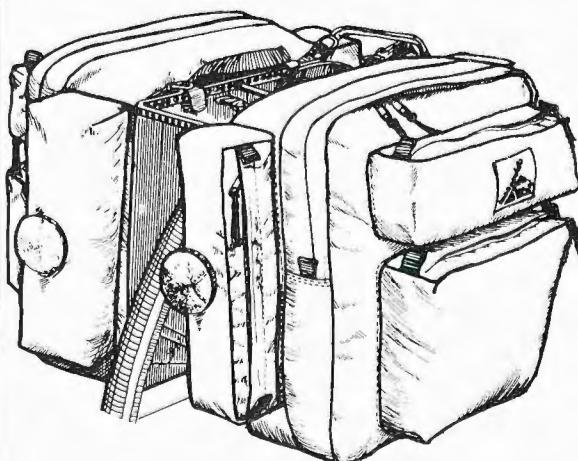
Twelve countries this year will field teams and for the first time the French will be sending a team. Six Australian State teams will also compete making a large field of 72 riders.

One change to this year's route is the removal of the Brisbane to Surfers Paradise road section which was the subject of controversy in last years race. Queensland Police stopped the race when they thought the riders were using too much of the tarmac. John

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Forester's Great Bicycle Superstition (see article elsewhere in this issue) is alive and well on the busy Gold Coast Highway and the Queensland Police are determined to uphold belief in it.

The removal of this section from the 1985 race should free up sufficient numbers of Queensland Police to deal with Unionists and other trouble makers currently holding the Sunshine State to ransom.

Sydney runs its version of the City Criterium

Sydneyiders will have their opportunity to experience the excitement of closed circuit criterium racing on Sunday June 30th when the Sydney Criterium will be run.

The event will take place over 100km comprising 25 laps of a 4km circuit using roads in the Botanic Gardens. The Lady Macquarie's Chair Road will form the circuit and provide the beautiful Sydney Harbour, Opera House and Harbour Bridge as a spectacular backdrop to the race.

The Sydney Criterium is being promoted by the Sydney Cycling Club and will commence at 9am and last for approximately 2 1/2 hours. A strong field is expected as this will be run as a 'one field' race with no grade and pro/am divisions. This gives younger

riders a chance to compete against the big names and increases their will to prove their talents.

The organizers will be arranging catering stalls in the race area to give spectators good facilities during the running of the event.

Winter Triathlons

As winter sets in the Triathlon sporting calendar usually goes into recess until the air and ocean temperatures rise to a reasonable level with the coming of the spring. Most Triathlons which usually consist of swimming, cycling and running sections are usually swum in sea water, rivers and lakes etc and winter water temperatures are too severe.

Organizers of the Nissan Australian Triathlon Series (which conducts the National Championships as one of its events) believe they have found the ideal venue for a winter series. The venue is the Latrobe Valley Yacht Club situated at Hazlewood Pondage which functions as a cooling lake for the massive power stations in the area. The organizers Ramon Sporting Promotions say that the Pondage with its constant winter temperature of 23 degrees will provide an excellent venue for its three triathlons run on June 16, July 7, and July 28.

The contests will be an excellent way for triathletes to maintain competition condition over the winter months. All three events called the 'Winter Triathlon Series' will consist of a 1 km swim, a thirty km bike ride and a run of 10 km.

The organizers can be contacted on (03) 783 7777.

GemRay Helmets join Olympic Federation in sponsorship deal

GemRay Helmets has recently signed a deal worth \$13 000 a year with the Australian Olympic Federation for the exclusive use of the 'Wee Willy' logo. The Managing Director of MegRay Pty Ltd the GemRay distributors, Larry Gaggino, said that if their financial help gets just one aspiring athlete to the 1988 Olympics in Seoul they will be well satisfied.

'The connection is that we believe hundreds of thousands of young Australians will be impressed by the need to have a Standards Association approved helmet on their heads simply because of the example of their Olympic heroes in wearing protective headgear', he said.

'If the GemRay helmet is good enough for Wee Willy and the AOF and the SAA then it is good enough for every Australian and anyone else anywhere in the world.'

The company's Sales Director Bob Miller added the hope that their promotion of the GemRay helmet will give a boost to our Olympic athletes and also to the cause of road safety. By buying the GemRay helmet the public will be helping the AOF directly as 30 cents of every helmet sold goes to Olympic into funds.

SPORTS SCENE

Coming Events

June 28 - July 21 The Tour de France. Usually the best coverage of this on television is seen on SBS if you live in their transmission areas.

August 23 - September 1 World Pro and Amateur Championships held this year in Italy.

September 28 The 25th International Grafton to Inverell road race. This one day race is run up the Great Dividing Range from the coast through some impressive country side. The race is sponsored by Great Eastland Television the local commercial channel in the area.

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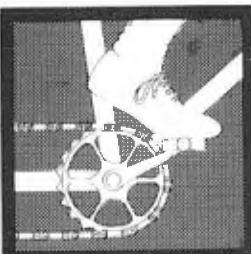
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Classifieds

PERSONALS

Introducing to the Freewheeling Classifieds a new section for personal ads. Readers can use the Personal section to contact others, send messages to loved ones and issue pleading offers of reconciliation to estranged tandem partners.

Freewheeling Personals is a free service. You may place a thirty word ad plus your contact details. Longer ads cost 30 cents for each additional word over the 30 word limit. Some contact information (telephone number postal address) must be included to denote a genuine submission. Here are a few slightly less genuine examples to put you in the picture.

Geoffrey: If you're planning to partner me on the Gong ride this year, you'd better get in touch. I seem to have a better offer, Sylvia.

Would the person who took my bicycle for a test ride on February 10 in Fremantle please return it, I still want to sell it, Peter Stewart.

Personal Instruction in Zen and the Art of Puncture Repair by Zen Master and Cyclist. Weekend courses or individual tuition in your home. Fees negotiable from \$1,275 a person, food extra. Apply to Ashram of the Holy Crank, Main Arm Road, Nimbin 2484 enclosing photo.

Would the slim dark-haired vegetarian who shared my tent on the Great Victorian Bike Ride in Sunbury please return my hot water bottle, it is a bit nippy down here at the moment. Bill Smith, PO Box 1995, Flowerdale, Tasmania 7321. PS, I still have your camera.

TOUR MATES

From this issue on the TourMates column will be incorporated into the classifieds section. Both the Personals and the TourMates will remain a free service for the first thirty words plus name and address (or phone number), thirty cents for every word thereafter. You must include name, address and phone number for verification purposes though you may request that all or part of it be withheld.

Cyclists wanted. I am leaving Melbourne in August. I'll be going to Indonesia, India, Nepal, Burma, Thailand and China. Then I will be travelling on the trans-Siberian Railway through Russia to Europe. Contact: Justin Phillips, 27 James St., Northcote VIC 3070

Touring companions wanted for easy going day and weekend trips. Also hoping to cycle the NSW coast and Europe in the future. Please phone Peter (03) 580 1413 or write to 18 Bear St Mordialloc 3195 Victoria.

Cycle Perth to Pine Gap via Uluru. Begin early 1986. Planning group needed. Horses and wagons welcomed. Part of the 'World Bike Ride for Peace.' Participation in Peace march possible. Contact: Christopher Williams 'Belltrees', PO Mt Victoria NSW 2786.

Companion(s) wanted for bicycle tour of Bali in August 1985. Duration approx 4 weeks before continuing on to Malaysia. Contact Alan Brockman (02) 525 3551

Travelling companion for trip from Melbourne to Perth required. Leave in middle of June '85. Male or female. Write to Glen Beaumont, 19 Nigel Rd., Browns Bay Auckland NZ.

Cross country travellers wanted to join a ride from Perth across to Sydney during 1986. World Bike Ride riders involved and willing to share experience and equipment. Contact: Paul Marshall, Kathy MacDonald c/- Belltrees PO Mt Victoria NSW 2786.

FOR SALE

Tandem 531 custom built, 27' wheel touring, gents/ladies style, ten-speed, high quality alloy parts throughout. Specialized 1 3/8 tyres, Karrimor racks, brand new. Regret urgent sale. \$1250 o.n.o. Phone Katy (02) 519 5317 (evening) or Liz (02) 660 6605 (work).

Nineteen pound racing bike. Alan aluminium frame (24') Campag headset, hubs and seat post. Concor saddle, Shimano Dura Ace AX Aero cranks, brakes and stem. SunTour Superbe gears, alloy rear cluster, Nisi rims with D/B SS spokes. Has covered only 1600km of recreational use only. In immaculate condition, never raced. Owner going overseas so must sell. Replacement cost over \$1400. Asking \$950. Phone (062) 81 6115

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Tour New Zealand Fantastic scenery, bargain rates accommodation, information and equipment. JACK TAYLOR TANDEM \$150 mo. Bruce O'Halloran 40 Amy St., Auckland 5 New Zealand.

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Rent-a-Cycle Tasmania 10-speed low gearing, all frame sizes, ladies and gents. Completely equipped for touring. Postal bookings accepted. Seven years hiring experience. Brochure, rates, your questions. 36 Thistle St Launceston, Tasmania Phone (003) 44 9779

Mountain Bike Hire in Melbourne. Hillman Cycles have all-terrain bikes for hire in all sizes for day weekend or week long hire. Hire now from the ATB experts and find out what fat-tire flying is all about. Hillman Cycles, 46 Grantham St West Brunswick Vic Phone (03) 380 9685

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AUGUST

August 11 - 15 The Inaugural Masters Games. Labelled the veterans Olympics this event will bring together the athletic greats of years gone by. Cycling events will be held for men and women over 35. Held in Toronto Canada.

August 18 Audax 200 km Randonee. A winter ride along the Great Ocean Road and back. Contact Audax (03) 20 5632.

SEPTEMBER

September 8 The Springtime Century. Starts 8am Balhannah Shopping Centre. A 100km ride through apple and pear orchards during blossom time. Rated hard. A short course will be available. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

Fat Tyre Classic This annual event for Fat Tyre enthusiasts will be run once again in the hills surrounding Melbourne. Guaranteed rough roads and good spectator action. Details in Freewheeling closer to the event.

OCTOBER

October 27 Bike-a-thon. This big big bike ride is an ideal opportunity to do some training for the Great Victorian Bike Ride. Held as a curtain raiser for the GVR this ride will be run in suburban Melbourne.

NOVEMBER

November 3 The Double Century. Starts Aldgate Shopping Centre. A scenic tour on quiet roads passing through historic Copper towns and the gold rush crossing at Wellington. The route also passes through the historic town of Strathalbyn. Rated hard. A short course of 107 km is available. Support vehicles, St Johns Ambulance Free refreshments, certificates, badges and a chance to win prizes to the value of \$1000 in our lucky draw. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

Sunday November 24. The Fourth Annual Freewheeling to the 'Gong Ride. This years 'Gong ride will be bigger and better than ever before. Entry details and forms available late winter. Watch next Freewheeling for full details. 85 km. Morning tea extensive support and entertainment all laid on.

DECEMBER

Saturday November 30 - Sunday December 8. The Great Victorian Bike Ride. This spectacular long distance touring event attracted over 2100 riders last year. Don't miss it this year. Full details in Freewheeling as they come to hand.

National Bike Events Calendar

MAY

May 19 The Southern Century. A 100 km tour south of Adelaide through vineyards, forest, almond orchards and dairy farmland. Rated easy to moderate. Short course of 47 km available. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

Friday May 31 5:30 pm. Important meeting for all concerned with the future development of bicycling transportation in Queensland. This meeting will be held at Lecture Room in D Block at the QIT George St Brisbane to form a state wide cyclist advocate body.

JUNE

June 23 100 km Achievement Ride. This popular event run annually by the Cycle Touring Association of WA is a good opportunity to take the personal challenge and ride 100 km in under 5 hours. Badges to all finishers. Entry \$6.00. Contact (09) 349 2310.

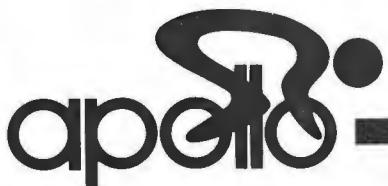
June 30 End your financial year in style by hopping on board a plane with your devalued dollars and joining the twelfth London to Brighton Bike Ride. Over 25 000 expected in this years event. Good on you Bike Events

JULY

July 14 The Barossa Century. Starts 8am at Sandy Creek Reserve. 100km through the scenic Barossa region. Rated moderate. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

July 20 Audax Randonne. This is a 300 km ride around the Campaspe River Basin with a lunch stop at Hanging Rock. Contact the Audax Club of Aust. (03) 435 4437.

July 28 200 Km Achievement ride. The CTA of WA runs this ride annually and invites the public to participate. Time limit is 12 hours so its not for the casual rider. Badges to all finishers. Contact: (09) 349 2310.



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Apollo Cutlass 18 Speed

Tange Chrome-moly frame. 27" alloy wheels with Q.R. hubs. **Frame sizes:** 21", 23", 25". **Gears:** Suntour ARX-GT. **Cluster:** 14-34T Gold. **Brakes:** Dia Compe N500 alloy sidepull. **Chainwheel set:** Sugino GT Triple Aero 52-42-28T. Rear alloy carrier; twin bidon cages; many frame braze-ons. **Colours:** Champagne, Metallic Light Blue.



Apollo Himalaya 18 Speed

Chrome-moly frame: 19½" and 22"; 26" alloy wheels. **Gears:** Suntour Mountech G.T. **Cluster:** Suntour 14-34T Gold. **Brakes:** Dia Compe alloy cantilever. **Chainwheel set:** Shimano Tourney Aero alloy cotterless 48-40-34T. **Colour:** Steel Grey.



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The Wilderness Equipment front panniers can be mounted on standard or low rider racks or as shown here on a heavy duty rear rack. The elasticised hood gives good weather protection.

Wilderness Panniers

Michael Burlace reviews pannier bags from the West.

Panniers are a very personal purchase. Interestingly, they are also culturally determined.

The French have their classic style in canvas, with lacing to vary the volume. These are mainly seen here on Japanese around-Australia cyclists' bikes. They seem to have adopted the French style virtually intact. It comes with front and rear panniers and the option is a handlebar bag. The capacity is huge.

The British style is a little more varied than most. The well-known Karrimor is one of many variants, mostly in canvas. Saddlebags and the utilitarian and less sleek Carradices are another type. The combinations are incredibly varied as a result.

North Americans seem to go for light synthetic panniers with multiple pockets and compartments and thin plastic zips. The combination most commonly used is rear panniers plus a handlebar bag with a tiny map pocket, suited to their tiny maps.

New Zealanders have developed a style based largely on the British.

Until recently the main styles available in Australia were the Karrimor, the odd north American and the New Zealand. Now, there is a local style developing. It is based heavily on the British for rear panniers, though other panniers are evolving new styles not seen overseas or here before.

For my money, the best example is the Western Australian Wilderness Equipment panniers. They have been on the market for many years but were rarely seen out of the State of Excitement. Fortunately, the company has recently appointed distributors in the States of Boredom and the panniers and other products are becoming available to more cyclists.

Recently I bought a pair of the front panniers and after several trips and a lot of city cycling am convinced they are the best panniers I've ever had (out of eight sets of panniers).

Oh, they have a few little faults, but apart from that they fulfill my pannier wish list. What they don't have is a perfect bottom attachment. It took a bit of fiddling to adjust the panniers to suit a standard Karrimor front rack. Now it's fine and there is no danger of them bouncing off, but only because the strap which can be used to join the two panniers keeps them together and therefore in place.

With low-rider racks the strap may not connect and they would be less secure. I still think the best bottom attachment is the one Karrimor used on its Universals from about 1980. It meant threading a strap through the rack and back to a buckle on the side of the pannier away from the rack. This took a moment longer to connect but was easily and quickly undone and very, very secure.

As well as the usual strap-down lid on the huge main compartment, there are two drawstrings. One at the top of the normal part and one further up on the extension throat. The top one has a nylon cord which develops bulges. These bulges then get in the way of the cord lock in normal operation. This problem can be reduced with care but could be prevented by changing to the sort of cord used on the lower drawstring.

The panniers are beautifully designed and superbly assembled from top quality materials. The material is a light tough poly-cotton canvas. Straps are webbing with quick release, easily-adjusted buckles.

The nylon attachments are strong, quick to fit and remove and quite secure on the thin rod of the rack. On a thicker rack they would be more secure. There are convenient carrying handles, though no shoulder strap attachments. There are very effective, quite large reflective strips on the front. The good-sized side pockets have zips with loops to make it easy to open and close them. The part of the pannier facing the rider's legs has a netting pocket suitable for sunglasses, sunscreen and rolled maps.

Virtually everything I can think of in pannier design has been thought of and applied well in the panniers. There are

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reinforced bottoms and leather to protect the panniers where they rub the rack most. The rear panniers are similarly well designed and made, and again of top-quality materials. The rear pocket of the rear panniers has velcro on it so that you can stick it to itself when it is empty and stop it flapping into the wheel. Very neat.

Both designs are available in red Cordura or the mixed canvas. The canvas will probably remain more waterproof after a short period as synthetics are hard to reproof while the cotton will take a proofing compound. My USA-made Kangaroo Baggs lasted five years before leaking. All other synthetics have leaked in one to three years.

A handlebar bag is available with a different and very effective light aluminium mounting bracket. How long the bracket will last is another matter, I have my suspicions about aluminium's fatigue resistance. The bag has a large compartment, a small outside one and a very generous map pocket which will take an A5 sheet easily. This is handy as A5 (about as wide as this page, but half the height) looks like becoming the standard in maps and guide books for bicycling.

There has probably only been one other handlebar bag with a decent map capacity before - the old Karrimor one. The Wilderness Equipment one is very simple. There is a shoulder strap. And now for the hard part: price. Most people who ask about the Wilderness Equipment panniers are concerned about the price. After many panniers I am convinced that these are far and away the best value. They are more expensive but so well designed, well built and of such quality materials that the price difference is immaterial. I expect them to last longer than most others.

One friend has put this to the test. He got much more gravel rash than the panniers even though they absorbed the shock of the fall. This cleared up the question mark of how the light weight of the cloth would reduce their abrasion resistance. Apparently it doesn't have too great an effect. And if you are looking at a tent, consider their transverse ridge design. It's the only tent which has appealed to me in years.

The front panniers cost \$95 in poly cotton and \$100 in cordura, the rears cost \$120 and \$125 and the handlebar bag costs \$60 plus \$10 for the rack. These prices are expected to rise shortly. Stockists are Christie Cycles in Melbourne, Eastwood Camping Centre and Inner City Cycles in Sydney and from Wilderness Equipment at PO Box 83, Fremantle 6160. They produce a catalog of many good bushwalking, cycling, skiing and camping gear which is well worth getting.



Puch Maxima

An elegant bike that's well set up and a pleasure to ride

This bike is a delight. For a start it is always good to come across a machine that's fully equipped and beautifully detailed. The Maxima comes with all the necessary equipment to give maximum usefulness. In short you shouldn't need to spend any more than the purchase price to ride at any time and in any weather.

The Maxima comes complete with rear rack, mudguards, European style wheel lock, generator lighting set (with internal wiring) pump, chain guard, basic tool kit included in a leather pouch and that's not all this excellent machine has to offer. The gearing system is the new Sachs Commander which features positive 'click' stops on individual gear ratios and feather-light touch controls.

It's hard not to get excited by the Commander system as it offers the city cyclist and particularly the casual rider the biggest break in years. The gearing on the Maxima has 12-speeds: derived from the six-speed rear cluster and a dual range internal gearing rear hub.

The rear hub is its self an interesting concept as it does away with the need to have a front derailleur with all of its

chain alignment problems. Used in conjunction with the six speed 'click stop' Commander rear derailleur it becomes the easiest to operate 12-speed gearing system available to date.

The implications of this type of system are enormous. For many beginner riders it is always a source of irritation to have to 'guess' the gear you are in. One famous cycling manual states that you learn which gear you are in by listening to the clatter of the chain. This may be fine in a quiet back street but with a bit of background noise things can be difficult for the learner and the old hand alike.

Every other vehicle using the public roads has a positive acting gear system why not the bicycle? Imagine the havoc created if the drivers of trucks, busses and automobiles had to 'listen' to the grinding noises of their gearboxes to know if they were in gear or not. It used to happen in the early days but the motoring public soon was offered a better alternative and the old system was soon retired to the industrial museum.

The present absurd 'stopless' derailleur gear system is one of the

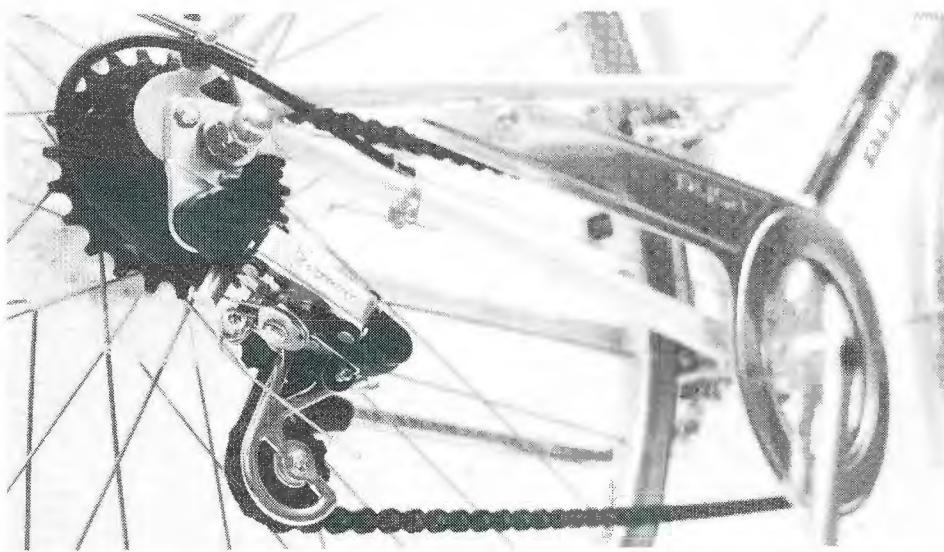
biggest barriers world wide to increased bicycle use.

The Puch company deserves every success with this bike which represents positive control compared with the whimpy indifference of the current gearing systems.

The Maxima performs best in the stop start conditions of the city and suburban road environment. Its gears though good aren't low enough for loaded touring but light day rides should not be a problem. Most of the riding done for this review took place in central and suburban Sydney with its narrow streets and sharp grades. It is not a fast bike over a long distance however up a short hill and off the mark from a set of traffic lights it leaves all but the most skilled cyclist for dead. The combination of Weinmann brakes and alloy rims ensures efficient braking even in the wet.

To scoff and say that the Maxima's gear system is only for beginners is to miss an important point. Good ideas grow in strength and spread. The Shimano Company of Japan has just released its 'Shimano Index System' on its prestigious Dura Ace racing range. The company claims that races can be won and lost in the time and momentum lost in a bungled gear change. This is certainly true.

Though the Shimano system may win the race for the competitors laurels bicycles like the Puch Maxima will win the hearts of many new to cycling. In the bicycle market place its bums on saddles that matters and for that reason alone it will not be too long before the Shimano system is applied to the rest of



A close up of the Sachs Commander rear derailleur with its unique self centering mechanism.

its range. The advantages are too great to ignore.

This bike is obviously set up and marketed as a first bicycle for the modern woman. A similar model is available in a diamond frame for women (or men) who prefer that style of frame. A word of warning to those who will be given this bike as a gift from an adoring partner, spouse, parent or friend: whatever you do, don't let them ride it, or you may never get back to ride yourself.

Puch Maxima

Price: \$420.00

Sizes: Mixte frame 54cm Diamond frame 59 cm

Tested: 54 cm Mixte

Colours: Ivory Tested: Ivory

Frame

Mixte frame constructed from Puch 2500 high tensile steel tubing.

Bottom bracket height: 285 mm

Fork offset: 55 mm

Wheel base: 1085 mm

Chain stay: 450 mm

Dropouts: pressed steel

Frame mounts: Generator, pump

Wheels

Rims: Weinmann alloy 27 x 1 1/4"

Hubs: F, Maillard alloy; R, Sachs 2 speed Orbit

Commander

Spokes: 14 gauge 3 cross pattern

Tyres: Semperit (Austrian) 27 x 1/8" Presta valves

Brakes

Model type: Weinmann centre pull

Pad type: Weinmann black compound

Transmission

Pedals: Union steel rat trap type with reflectors

Crankset: Thun alloy cokerless 46t

Chain: Union steel

Freewheel: Fichtel & Sachs 6-speed

Deraileurs: Sachs Commander

Levers: Sachs Commander

Head assembly

Head set: Steel

Handlebars: Alloy swept back flat profile

Handlebar covering: Black tape

Stern: SR alloy allen key type

Saddle assembly

Saddle: Selle Royal Womens

Seat pillar: Steel

Seat pillar bolt: Steel standard type

Accessories

Soubitez halogen lights, Union generator set, wiring run through frame, steel mudguards, alloy chain guard, Zefal Competition 3 pump, Alloy side stand, European style wheel lock, Esge steel rack, leather tool pouch with basic tools (6 mm allen key and pressed steel multi spanner).

Gearing

46 Low ratio

13 95 63

15 83 55

17 73 49

19 65 43

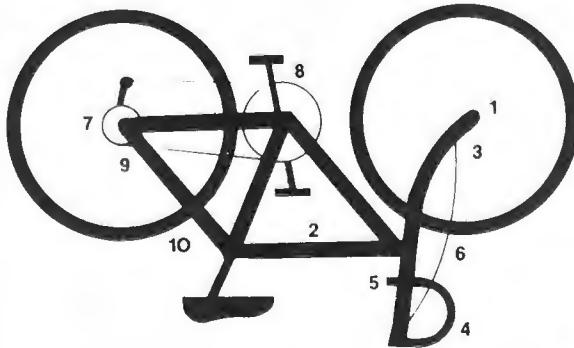
21 59 39

24 52 35

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The Overlander

Fat-tyre technology at work for the tourer.

The world-wide interest and growing use of the fat-tyred all-terrain bike has been a bonus to the long distance bicycle tourer. Previously starved of equipment to fit out their specialised machines tourers have now found themselves with choices beyond their wildest dreams.

A deluge of new equipment has made it easier for the custom builders (the specialist bike retailers who have always serviced the touring scene) to maintain their position in the market place. Whereas the ATB has rapidly become the kind of bike you buy from a large distributor's range significant quantities of higher priced touring bikes are still built to order.

After all it has only been a matter of months since the first properly set-up touring bikes sold by a major distributor first went on sale. The custom builders have been doing their thing for years and a large proportion of the existing touring population is well aware of this. Though volume sales must always lie in the lower end of the market (an area

yet to be explored by the industry majors) very high quality (and expensive) machines will always be built by the specialist dealer.

One such bike went on sale recently and displays not only a technical understanding of touring its self but demonstrates the influence by the new all-terrain bike.

The Overlander, designed and built by Christie Cycles of Melbourne, is on the surface a hybrid all-terrain/touring machine. In reality it merely uses the available mountain bike technology to solve some common touring design problems.

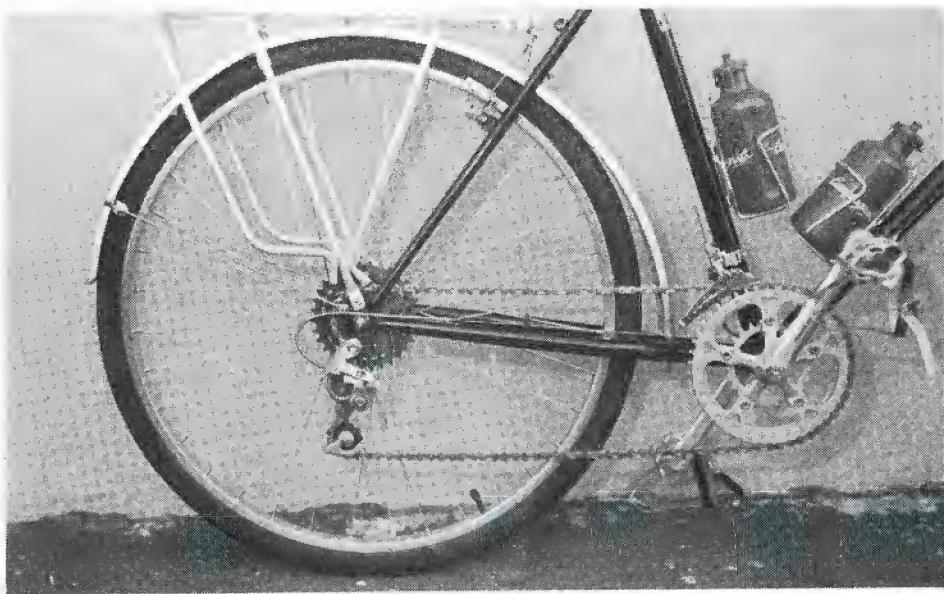
Its frame is constructed from Reynolds 501 MTB tubing which is oversized and gives incredible rigidity to a fully loaded bike. The most impressive thing about the model tested was its stability and rigidity on a variety of road surfaces. Brazed-on fittings are provided on the frame for racks, up to four water bottles, pump, gear cables, mudguards and brakes.

26 x 1 3/8' tyres and wheels are used to give the bike an international appeal and add to its overall ruggedness. This tyre size is the only one consistently available all over the world and is the standard touring tyre in Europe and Japan. At the present time only a limited range of tread patterns are available in Australia but there are strong indications that this is changing for the better.

Overlander comes with an impressive array of basic and specialist componentry. Sealed bearings are used throughout and weight is kept to a minimum by the use of high quality alloy parts where possible. The excellent Nagoaka racks are a good example of this.

The Dia Compe cantilevers work with smooth efficiency. Both brake and gear cables use Teflon liners to reduce friction giving a very positive feel to the braking operation.

In all there is little that is new in this bike that has not been demonstrated in



The transmission of the Overlander features SunTour Compe V front changer. The Compe V has a top normal action so the spring assists the chain movements on the up shift while the cable pulls the cage on the critical down shift.

the major touring nations of Europe before except that its use of newer technologies puts this machine in the category of state-of-the-art.

The Overlander

Price: \$850.00
Sizes: 46 through to 63 cm Tested: 53

Colours: to order Tested: Burgundy with gold trim

Frame

Tubing: Reynolds 501 MTB Chrome moly
Head tube angle: 69 degrees
Seat tube angle: 72 degrees
Bottom bracket height: 275 mm
Fork offset: 63 mm
Wheel base: 1105 mm
Chain stay: 489 mm
Dropouts: Vertical type

Frame mounts: Bidons, racks, gear & brakes, pump and brake mounts.

Wheels

Rims: Araya 16A Alloy
Hubs: SunTour sealed bearing
Spokes: 14 gauge rustless
Tyres: Michelin Enduro 26 x 1 3/8"

Brakes

Model type: Dia Compe 981 cantilever
Pad type: Dia Compe red compound

Transmission

Pedals: KKT Pro Vic II
Crankset: Sugino TAT Alloy triple
Chain: DID Lanner Di-hard finish
Freewheel: SunTour Perfect
Derailleurs: R, SunTour Mountech; F, SunTour Compe V
Levers: SunTour Bar end type

Head assembly

Head set: Galli Ritmo

Handlebars: Cycle Pro alloy Randonneur

Handlebar covering: Firm sponge

Stem: WIN 80 mm allen key type

Saddle assembly

Saddle: Selle Italia MTB anatomic

Seat pillar: Sugino SPH

Seat pillar bolt: SunTour Q/R type

Accessories

Rear tubular Nagoaka MTB rack, front low rider type Nagoaka rack, Zefal HP pump, 2 bidons and alloy cages, ALE toe clips and straps, Esge mudguards.

Gearing

14 18 22 26 32

48 92 72 59 50 41

44 85 66 54 46 37

26 50 39 32 27 22

Frame and forks guaranteed for lifetime of purchaser, parts guaranteed for three months after purchase. Available from Christie Cycles Hawthorn Victoria.

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Raleigh Record Sprint

The English Raleigh returns to the land of Oz

The release last October of the *Raleigh Record Sprint* and the *Raleigh Team 10* signal the re-emergence of T.I. Industries as a purveyor of English bicycles in this country.

These are the first English Raleighs to be made available here since the Raleigh Grand Prix and others seven years ago. Importation was stopped then due to a combination of poor exchange rates relative to a market being saturated by Japanese and Taiwanese bicycles, supply problems caused by long lead times for orders and other difficulties. During the intervening years the famous Heron headset crest proclaimed a series of diagonal slashes rather than a place of origin.

'Nottingham England' is back on the Raleigh badge, a design that has changed little since the firm's founder, Frank Bowden, adapted his family crest to the logo 98 years ago.

T.I. Industries, the Raleigh company now sells 4,000,000 bicycles each year in some 140 countries.

The Record Sprint is a bicycle of striking appearance. Straight from the showroom it sparkles in black gloss with flashes of gold and silver. The contrast is stunning.

Wheel rims, hubs, pedals and gear levers are matt black, the frame gloss. Crankset and brakes gold anodised with cables of matching hue. Graphics are of gold *Star Wars* style in solid and outline with space shuttle motif on the *Aerospace Contour* seat tube. It's a presentation that few will be indifferent to.

Both saddle and levers have a nice windswept look, the former making no concession to the present favour for saddles of anatomic design style.

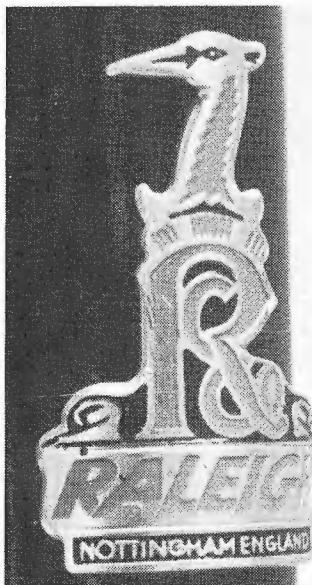
The Record Sprint is an interesting mixture of comparatively unusual

and more familiar components. The frame is the major item made in England, the equipment is European or Japanese origin.

All the basic equipment is fitted to brazed-on frame mountings. Particularly neat is the Raleigh custom gear cable guide that discreetly runs the cables under the bottom bracket. The frame itself is steeply angled with elliptical section seat and down tubes designed to a more common 1020mm wheelbase and 50mm fork offset.

Gearing is generally of good quality, changes easily and feels reliable as one would expect from the like of Huret, Suntour and Shimano. Ratios are close and biased towards the high range.

The wheels are splendid, black Wienmann concave rims with Maillard hubs of matching finish. The *Helico-Matic* rear hub and cluster is a fine feature, at last its possible to



The Nottingham name returns to the Raleigh heron crest in Australia.

remove a free hub without a huge spanner and the strength of Atlas.

With this system the cluster simply slides over a helical spline rather than a close pitched thread. Such a spline does not self lock. A thin lock ring threads over the cluster for lateral restraint; the entire assembly can be easily removed with a Maillard custom spanner (supplied) no larger than a cone wrench.

Some equipment disappoints in being of poorer standard than the general quality. These are the crankset, a piece of work that has no right to be driving such wheels, the straight seat post and clamp and the selection of pressed drop outs on such fine frame metal.

Otherwise components are of comparable quality and well matched in quality, style and performance.

The Raleigh Record Sprint was road tested in a variety of circumstances. Generally it is well balanced and fast, it handles quickly and in a well mannered fashion although does not accelerate as quickly as appearances imply.

The ride is as hard as one would expect from such a combination of tyres and frame, the road is perceived very clearly and sometimes with jarring acuteness if one's vigilance for road defects or motor vehicle flotsam wavers.

This bicycle delights in quick sprints and fast day riding on smooth surfaces. In more utilitarian roles it becomes disgruntled quickly, wanting to be stretched out in a high gear rather than plodding and dodging in traffic.

As supplied and lightly dressed the Raleigh Record Sprint is a most satisfying sports bicycle.

The frame is capable of accepting anything one would wish to fit and with some consideration of tyre and saddle selection has some potential for use for lightweight touring or commuting.

RALEIGH RECORD SPRINT

Price: \$450 (approx.)

Sizes: 21", 23½", 25"

Tested: 23½" 600mm

Colours: Black and gold

Tested: Black and gold

Frame:

"Reynolds 501" Chromalloy — M Butted

"Aerospace Contour" seat and down tubes

Made in England to B.S. 6102/1

Metal head tube badge

Gold graphics

Head Tube Angle: 74°

Seat Tube Angle: 74°

Bottom Bracket: 280mm

Fork Offset: 50mm

Wheel Base: 1020mm

Chain Stay: 595mm

Dropouts: Pressed, single mounting lug

Frame Mounts: Gear lever, front derailleur, cable guides; bottle cage.

Wheels:

Rims: "Weinmann 700 G"

black, concave 36 spoke

Hubs: "Maillard helico-Matic"

black with "Spidel" quick release

Spokes: 15 g, plain 3-cross pattern

Tires: "Chen Shin 20-262"

95 p.s.i., gum wall

Brakes:

"Weinmann 500" gold anodised side pull, spring clip release

Transmission:

Pedals: Black alloy

"Sturmey Archer Sportif" leather straps and black alloy clips

Crankset: Thun geschmiedet, 170mm gold anodised, pressed spider

Chain: Sedis (France)

Freewheel: Maillard Helico-Matic (France)

Derailleurs: F. Huret 233

R. Shimano PD - A105 (Japan)

Levers: SunTour Raleigh black plastic, down tube mounted (Japan)

Handlebars:

Sakae Custom gold anodised, black velour tape (England)

Stem:

SR Custom — 110mm (Japan)

Saddle:

Selle Royal black velour fabric to plastic (Italy) plain alloy post and c.p. steel clamp

Accessories:

Bell, wheel and rear reflectors

Gearing:

14 16 17 19 21 24

52 100.287.8 82.6 73.7 66.9 58.5

42 81.070.7 66.7 59.7 54.0 47.2

Supplied with basic tools and owners manual, 15 year guarantee on frame and forks, 2 year guarantee on all other components. French knit cycling shirt in Raleigh colours on purchase.

WHAT NEXT!



Who is this man and why would so many politicians, bureaucrats and planners like to see his tongue fall out? In the next edition of **Freewheeling** we present a profile of Australia's foremost bicycle advocate Alan Parker. Never one to mince words Alan is liked and disliked even by his fellow bicycle activists. He is now in his tenth year of campaigning for bicyclization and he talks to **Freewheeling** about his remarkable career.

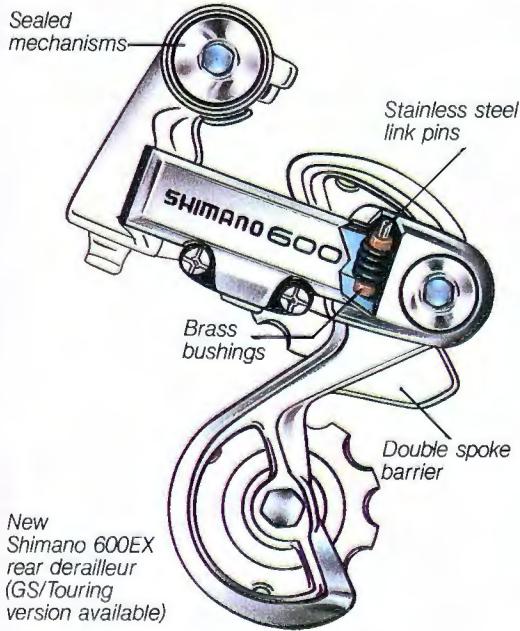
The Triathlon season is approaching. In issue 31 we review the Ricardo New 600 EX an Australian made bike using Shimano's great new gear.

In the USA the mountain bike has spawned the city bike. **Freewheeling** takes a look at this not so fat-tired bike and examines its suitability on the streets of Oz.

All this and more in **Freewheeling** 31 out July.



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Put new Shimano 600EX high-energy components together with high-energy people and watch how fast things happen.

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Shimano 600EX components. Their sleek, high-tech appearance sets them apart from the ordinary. So does their Computer Aided Design (CAD), used to add strength without adding weight. The result is a full line of high-energy components

for people who won't let anything pass them by.

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For the serious and committed user the Kabriolet range (below right) combines the proven strength of KS100e fabric with the latest developments in pannier bag design. Kabriolet bags all feature the unique Kobra hood, designed to keep the rain out but allowing the rapid access of zipper fastening.

For the weekend and occasional user, the Karrimor standard range offers bags in either KS100e or stain resistant Silvaguard fabrics. Standard range bags offer tried-and-true Karrimor designs in a large number of shapes and sizes.



For the beginner, Karrimor have introduced the Karamerange. With these budget priced bags it becomes possible to get started in bicycle touring without a hefty cost or compromise in quality.

The Karrimor Guarantee

All bags made with the KS100e fabric are guaranteed for the lifetime of the user. Bags made from Silvaguard fabrics are guaranteed for 5 years. This guarantee does not apply to bags and equipment brought by professionals, outdoor centres, or activity groups. Not transferable. KS100e and Silvaguard are registered trade marks.



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